



The Hagerstown Homebuilder

chapters.eaa.org/EAA36 Hagerstown, MD

Vol. 33 No. 2

February

2024



EAA CHAPTER 36

February 2024

CONTENTS

- Cover Page*
- Chapter Officers*
- President's Corner*
- Aviation Trivia*
- Chapter News*
- Membership Dues*
- Upcoming EAA Webinars*
- Scholarship Update*
- 25 Years Ago Today*
- Members' Page*

**Published by
EAA Chapter 36
Hagerstown, MD
chapters.eaa.org/EAA36**

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.

2023-24 OFFICERS AND SUPPORT STAFF	
President: Ray Franze	Vice-President: Gary Keller
Secretary: Dean Popio	Treasurer: Dean Popio
Young Eagles Coordinator: Curtis Berry	Tech Counselor - Flight Advisor: Gary Hartle
Webmaster: Carl Thornwall	Newsletter Editors: The Thornwall Family
Board of Directors:	Joe Boyle
Jim Marsden	Austin Colby
Elizabeth Thornwall	Dave Anderson

→→→ **Our next general membership meeting will be held February 6th** →→→

The President's Corner



Who is ready for spring? On Friday, the nation's favorite prognosticator will let us know if we're in for six more weeks of winter. Given the repetitive snow we've had lately, a prolonged winter seems like the direction we are heading. And if Punxsutawney Phil sees his shadow, that does not equate to six more years of me at the helm of EAA Chapter 36. ☺

My goals for the year include the following: 1) Ensure the Chapter has strong financial resources, 2) Provide a variety of activities that attract our members and the community, 3) Continue to grow the chapter's membership, 4) Increase visibility of our organization.

EAA has used our chapter as an example in its webinars for program coordinators, we turned their "three-legged stool" from concept to reality, and we've had people travel approximately 90 miles to attend our events, and our efforts have been rewarded through various scholarship contributions. EAA Chapter 36 is a known, well-respected organization—and it's because of your efforts over the years. I am selfishly asking for one more year of your time and energy to help me provide my successor with a strong organization positioned for a bright future.

At February's monthly chapter gathering, I'll review what we discussed at the recent board meeting to include planned projects and new ideas. Some may be doable, others may seem like a fantasy. Maybe you have additional ideas for us to pursue. Come early, stay late—make it more social than business.

Who is up for a field trip? Since this time of year is ideal for indoor activities, I was thinking a visit to the Smithsonian's Air & Space Museum, Udvar-Hazy

Center located at Dulles International Airport would make for a fun adventure. Despite the number of times I've visited, the museum seems to always have something new and exciting on display each time I visit. Saturday, February 17th—let's go!

In March, we will have a monthly chapter gathering in addition to our annual banquet. This is a change from our standard operating procedure in years' past. In the past, the banquet constituted March's get-together. This year, Joe Baginski is scheduled to give a presentation to the chapter during the first Tuesday in March. Joe received the Wright Brothers Master Pilot Award from the FAA Safety Team for 50+ years of successful flying. If you haven't heard his stories in the past, you are in for a real treat.

The details for the upcoming banquet remain fluid; and hopefully we have something concrete for you by the time of February's chapter gathering. Until something definite is nailed down, I'm excited to report that my proposed idea of a McBuffet remains a possibility. ☺

Guest speaker feature presentations continue to be added to the 2024 lineup of monthly chapter gatherings. Lin Caywood graciously accepted an invite to speak to our chapter in May about the Air Race Classic—an annual, all-female air race. Approximately 50 aircraft, comprised of collegiate flight teams to seasoned aviatrixes, complete the approximately 2,500 mile journey in between seminars, outreach events, banquets, and other logistical feats.

Event dates are coming together. Our Young Eagles/Pancake Breakfast event dates are established. Gettysburg's EAA chapter knows when they're having their Pancake Breakfast fly-ins. Cumberland's EAA chapter hasn't published their dates yet, but I'm pretty sure I can figure out when they will be. Chad Gross foolishly agreed to herd cats again this year—I mean coordinate chapter fly-outs and participants with a rough draft tentatively ready later this month—so if there's somewhere you think we should fly as a group, he's the one to bother. ☺

Lastly, EAA is once again hosting (virtually) "Ultralight Days" this month. Similar to January's "Homebuilders' Week," but smaller in scale (like ultralights ☺), EAA's Ultralight Days involves free,

live webinars from subject matter experts of the ultralight community on topics pertaining to the “lighter side” of recreational aviation. EAA members will have access to archived recordings of the presentations. The event runs from Tuesday, February 20th through Thursday, February 22nd.

Until next time ...

Safe skies!

Aviation Trivia Questions

VFR Flying / Instrument Flying / Misc. Flying

1. What is the field elevation of Hagerstown Regional Airport?
 - a. 653' above sea level
 - b. 703' above sea level
 - c. 753' above sea level
 - d. 763' above sea level

Aviation History:

2. What organization was the immediate predecessor of the Federal Aviation Administration (FAA)?
 - a. Administration of Interspatial Regulations (AIR)
 - b. Civil Aeronautics Administration (CAA)
 - c. Aviation Regulatory Agency (ARA)
 - d. National Advisory Committee for Aeronautics (NACA)

EAA / EAA 36 Knowledge:

3. What is the birthdate of EAA?
 - a. December 18, 1903
 - b. February 25, 1953
 - c. January 26, 1953
 - d. January 26, 1957

Answers on page 10.

Chapter 36

News and Events

EAA 'Virtual Ultralight Days' To Return For 2024

<https://www.avweb.com/aviation-news/eaavirtual-ultralight-days-to-return-for-2024/>

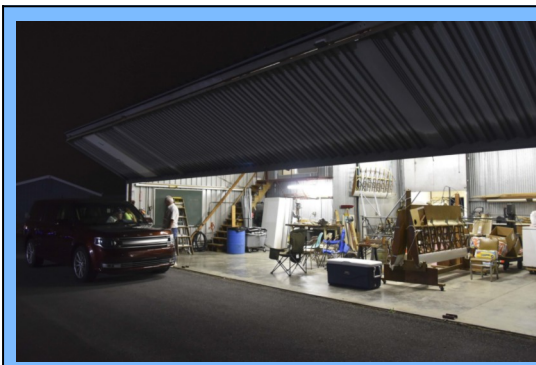
EAA Link:

www.eaa.org/eaav/aviation-interests/ultralights/virtual-ultralight-days

Thanks to Mark Hissey for sharing this article.

Current Fuel Prices as of January 22, 2024		
Airport	SS	FS
Hagerstown	\$6.65	\$7.50
Frederick	\$6.75	\$7.50
Martinsburg	\$6.59	\$6.99
Winchester	\$5.79	\$6.19
Cumberland		\$6.70
Carroll County	\$6.42	\$6.82

www.airnav.com



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



Chapter Survey Links

Chapter 36 Survey:

<https://docs.google.com/forms/d/1eV4VYwE5DUeEngjSIZwrc36UCGTLDaptmLe7W1FTKI0>

Awards Survey:

https://docs.google.com/forms/d/1xLvcWEht7E_zvwFIUIMzD90bnAVJaH5OYh1AYiBNes8

February	
 <p>Chapter Meeting</p>	<p>Monthly chapter meeting on Tuesday, February 6th, 7:00 p.m. at the Hagerstown Aviation Museum.</p>
 <p>Proposed Field Trip</p>	<p>Proposed field trip to the Smithsonian Air & Space Museum's Udvar-Hazy Center at Dulles International Airport (KIAD) on Saturday, February 17th. Time: TDB</p>

\$ Chapter Membership Dues \$

Current:

Individual - \$30	Family - \$40
Individual (3) - \$75*	Family (3) - \$105*
Lifetime (I) - \$350	Lifetime (F) - \$500

Honorary - Free

*(3) = *three-year membership*

What does local chapter membership support?

- PIA scholarship fund
 - Youth flight training scholarship
 - Youth RC project
 - Young Eagles events
 - Pancake breakfasts
 - EAA national chapter dues & insurance
 - Young Eagles Workshops
 - Movie Nights
 - Technical Counselor access for member build projects
 - Flight Advisor access for member build projects
 - Flyouts and other social events
 - Online seminars
 - Speaker presentations
 - Volunteer opportunities
 - Member accomplishment celebrations
 - Host inaugural/annual Poker Run
 - Marketing / Promotional activities
 - Pedal Plane projects
 - EAA youth camp sponsorships
 - Banquet Awards
 - VMC/IMC Club events
 - Build project aircraft and supplies
 - Hangar rent and utilities to support activities
 - Tools and Accessories
 - Machinery
- List may include activities that are proposed but not presently active

Upcoming EAA Webinars

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

[Become a Better Chapter Leader – Secretary - Treasurer 2024](#)

Tuesday, February 6, 7 p.m. CST with John Egan and Charlie Becker

Chapters staff John Egan and Charlie Becker provide insights on the necessary tasks associated with the secretary and treasurer positions within EAA chapters, as well as tips on chapter management and critical due dates for chapter-related events.

[Six Big Mistakes of Aircraft Maintenance](#) | **Qualifies for FAA WINGS and AMT Credit**

Wednesday, February 7, 7 p.m. CST with Mike Busch

In this webinar, GA maintenance expert and owner advocate Mike Busch A&P/IA discusses the six most common blunders he sees aircraft owners make in dealing with their shops and mechanics. These range from allowing mechanics to decide what maintenance needs to be done (which is the owner's job) to failing to obtain written cost estimates to allowing problems to be "shotgunned" instead of diagnosed systematically. These errors often result in the owner losing control of the maintenance process and winding up profoundly unhappy with the outcome. Mike discusses how owners can avoid these costly errors and truly become "owners in command" of their maintenance.

[F-86 Sabre](#) | **Museum Webinars Series**

Tuesday, February 13, 7 p.m. CST with Chris Henry

The F-86 Sabre was the backbone of the U.S. fighter force in the sky over Korea. Join us as we talk about the two examples in the EAA Aviation Museum collection.

[Mental Health and FAA Medical Certification](#) | **Qualifies for FAA WINGS Credit**

Thursday, February 15, 7 p.m. CST with Tom Charpentier

There has been a lot of discussion in the past year of the FAA's approach to certification in mental health cases, and how this approach causes many pilots to be reluctant in seeking treatment. In this webinar, EAA Government Relations Director Tom Charpentier will discuss the current state of FAA policy, recent improvements to the handling of some cases, and EAA's advocacy goals moving forward.

Ray Aviation Scholarship Update: Landry Kaufmann

Once again I have to say that this past month has been less eventful than usual but as always we've made progress! Between the weather and many other factors we have had to cancel many a flight, but I have managed to complete my simulated instrument requirements and all of my night time requirements!

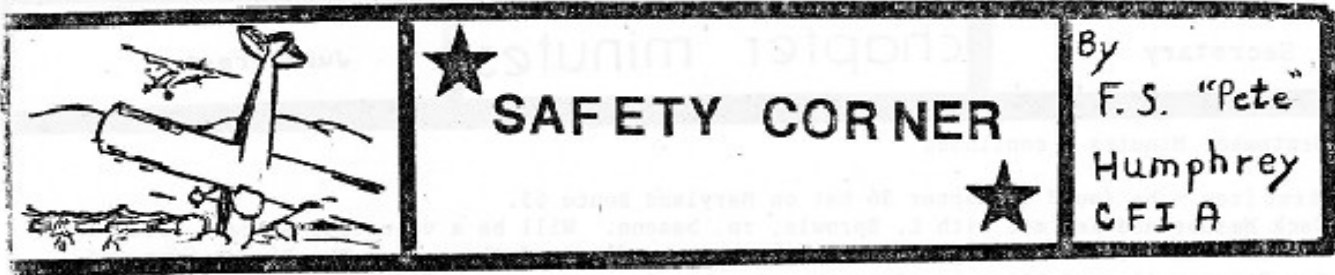
On January 18th I experienced a substantial loss in power during takeoff at Martinsburg (KMRB) and we were able to log a real world emergency landing. The engine showed no signs to alert us during warm-up, taxi, or run-up but when we reached approximately 73 kts (Vy), suddenly almost all power was lost! After some quick troubleshooting on a taxiway we were not able to identify what our issue was and we had to taxi back to the flight school. After about 2 hours of ground time, we decided to take the other airplane and execute a night cross country flight to Luray (KLUA). That was a full day and some good lessons learned! Also, on our night cross country flight to Luray, the ground beneath us was covered in snow and as a result it was very bright and we were able to see amazingly well!

January 25th I met Katie from Bravo flight training and completed the oral portion of my stage check. Now what is left before my solo cross-countrys is the flight portion of my stage check which I am hoping to finish in the near future!



25 Years Ago Today – February, 1999

Thanks to Jay Kanagy



HARD FACTS ABOUT SOFT LANDINGS

Each year between one third and one half of all general aviation accidents occur during the approach and landing phase of flight. Most of these accidents could be prevented by improving pilot skills and in most cases that means changing a few old habits. The use of flaps seems to be a question that comes up most frequently. Some pilots claim that they never use flaps or if they do, they only use 10 or 15 degrees. Let's look at the airframe manufacturers (and the FAA's) reason for flaps on modern aircraft.

Flaps are used to vary the lift and the drag characteristics of the wing. Flap extension during landings provides several advantages by:

- a. Producing greater drag, permitting a steeper angle of approach without an increase in airspeed.
- b. Produces greater lift and permitting a lower landing speed.
- c. Reducing the length of the landing roll.

The slower landing speed and shorter ground roll results in less wear and tear on tires and brakes yet permits effective directional control of the aircraft. Remember, if a swerve occurs during a high speed landing roll, the centrifugal force or sideload can exceed airframe design limits and can result in structural failure. Also, remember that should a tire blow on landing resulting a swerve into a solid object or if your aircraft for some reason, impacts a tree or another plane, the slowest possible forward speed is desirable. (That might be the understatement of the year!) Keep in mind that by reducing speed at impact by $\frac{1}{2}$ (say from 60 knts to 30 knts), impact forces are **REDUCED FOUR TIMES**. A landing accident at reduced speed could result in minimum to considerable damage to your aircraft, but you would most likely walk away from it. Impact at the higher speed could ruin your whold day --**permanently**.

Considering the advantages of slower touchdown speeds, shorter landing roll, less wear and tear on tires and brakes, less strain on gear and airframe, easier directional control and most important -- the increased safety to you and your passengers, why not make full flap landings whenever practical.

We will discuss flaps and crosswinds next month.

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 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' Page

Elizabeth Thornwall



Trivia Answers

1. b - 703' above sea level
2. b - Civil Aeronautics Administration
3. c - January 26, 1953