



The Hagerstown Homebuilder

chapters.eaa.org/EAA36

Hagerstown, MD

Vol. 34 No. 1

January

2025



Happy New Year from Chapter 36!

EAA CHAPTER 36

January 2025

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

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2025-26 OFFICERS AND SUPPORT STAFF

President: Austin Colby	Vice-President: Gary Keller
Secretary: Nathan Martin	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 in February 2025** →→→

The President's Corner: Austin Colby



As we begin 2025, I want to take a moment to reflect on the incredible journey EAA Chapter 36 has been on and the exciting opportunities that lie ahead. First and foremost, I want to thank Ray for his six years of dedicated leadership as president. Since the chapter's founding in 1957, it has served as a hub for aviation enthusiasts in our region, and Ray's vision has propelled us forward. His focus on strengthening the chapter and fostering a welcoming, thriving community of aviators has left an enduring legacy. I am honored to build upon the foundation he helped create and to continue the work of inspiring aviation in Hagerstown and beyond.

My own journey in aviation began as a young boy in the Civil Air Patrol. I will never forget the excitement of my first orientation flight or the inspiration I drew from my dad, who earned his glider pilot certificate through CAP at just 17. Aviation became part of my identity from a young age, but it was not until 2018 that I finally earned my pilot certificate. Shortly after, I joined EAA and began flying Young Eagles, discovering how fulfilling it is to share the magic of flight with others. That passion for inspiring others has only grown, and it is exciting to see it taking root in my family as well. My nine-year-old daughter, Mackenzie, has been bit by the aviation bug too, and shares a love for all things aviation. Watching her enthusiasm reminds me why we do what we do – building the next generation of aviators.

EAA Chapter 36 has always been about more than just flying. It is about community, education, and sharing the joy of aviation with people of all ages and backgrounds. Whether it is giving a first flight to a Young Eagle, gathering for build nights to work on aircraft, or supporting members with their aviation goals, our chapter provides opportunities for everyone to connect with the magic of flight. This mission is something I am deeply committed to, and I look forward to working with all of you to expand our reach and inspire even more people to pursue their aviation dreams.

In addition to my role with EAA, I also serve as treasurer on the board of directors for the Hagerstown Aviation Museum. While EAA Chapter 36 and the museum operate as separate entities, I see tremendous value in continuing to collaborate. Both organizations play a vital role in promoting aviation in our community, and together, we can accomplish even more. From preserving history to creating new opportunities for education and engagement, our combined efforts make a meaningful impact.

Of course, I would not be where I am today without the incredible people who have supported me along the way. My wife, Brit, has been my constant rock, patiently supporting my time at the airport and putting up with my aviation nonsense. Thank you, Brit, for always encouraging me to chase my dreams. I am also incredibly grateful to my mentor, Joe Boyle, whose guidance and passion for aviation have inspired me at every step. Joe, you are a cornerstone of the aviation community in Hagerstown, and I am lucky to have learned so much from you.

As I look ahead to this new chapter, I am filled with excitement and gratitude. EAA Chapter 36 has a rich history and a bright future, and together, we can continue to grow our community, inspire new aviators, and keep the spirit of aviation alive for generations to come. Here is to a successful and inspiring 2025 for our chapter.

Safe skies,

Austin

Christmas Party Photos



Upcoming EAA Webinars

EAA Homebuilder's Week:

On January 27-31, 2025, experts from every corner of the homebuilt aircraft community will bring their knowledge and information to builders everywhere through free and interactive webinars.

Link: www.eaa.org/ea/aircraft-building/homebuilders-week

Other webinars:

[The End of Supervised Maintenance?](#) | Qualifies for FAA WINGS and AMT credit

Wednesday, January 8, 2025, 7 p.m. CST with Mike Busch

In this webinar, Mike Busch A&P/IA explains why a new FAA legal interpretation would make owner-performed maintenance (including owner-assisted annuals) infeasible, and would make it impossible for aspiring A&Ps to gain the FAA-mandated 30 months of practical experience through apprenticeship.

[WWI Aviation featured in the Museum](#) | EAA Museum Series

Tuesday, January 14, 2025, 7 p.m. CST with Chris Henry and Amelia Anderson

The first World War would see a large amount of new technology growing in the battlefield. Aviation was perhaps the most dynamic of it all. Join the EAA museum staff as they discuss the various WWI aircraft in the museum collection.

[Build-A-BFR: Designing Your Own Flight Review](#) | Qualifies for FAA WINGS credit

Wednesday, January 15, 2025, 7 p.m. CST with Prof. H. Paul Shuch

In order to maintain currency, every pilot is required to complete a flight review every 24 calendar months. However, the regulations leave its details to the discretion of the instructor. In this FAA Safety Team WINGS award webinar, Prof. H. Paul Shuch will discuss how to work with your CFI, personalizing your flight review to meet your individual needs, and maximizing your safety as PIC.

[Become a Better Chapter Leader – Presidents – Vice Presidents 2025](#)

Tuesday, January 21, 2025, 7 p.m. CST with Charlie Becker

Chapters Director Charlie Becker provides insights on the necessary tasks associated with the president and vice-president positions within EAA chapters, as well as tips on chapter management and critical due dates for chapter-related events.

[Skybound Chronicles: A Half Century of Aviation Tales for Safer Skies](#) | Qualifies for FAA WINGS credit

Wednesday, January 22, 2025, 7 p.m. CST with Rod Machado

Take off on a lively and enjoyable talk of aviation anecdotes as Rod Machado presents a treasure chest of sky-high stories amassed over his 50-year tenure as a flight instructor. Whether you're a seasoned aviator or just starting your journey, you'll uncover invaluable tips on mastering old-school flying techniques, avoiding common pilot pitfalls, understanding when VFR is your best friend over IFR, and much more.

Full webinar list: www.eaa.org/ea/news-and-publications/ea-webinars

25 Years Ago Today – January 4, 2000

Thanks to Jay Kanagy

The regular monthly meeting of the Hagerstown Chapter 36, EAA., inc. was held in the Pilots' Lounge, located at the Washington County Regional Airport on Tuesday, January 4, 2000. The meeting was called to order by President Don Wilson at 7:35 P.M. He then greeted the members. Twenty members and guests were present. The members were reminded to take a Newsletter and sign the attendance sheet.

ANNOUNCEMENTS, COMMITTEES, AND PROJECTS:

Mini-Max – Walter reported it is finished for all practical purposes. Needs to be weighed and taxi tested. Just setting for the time being. Taking time off for the Holidays and cold weather.

Fairchild Museum – Bill Wright reported there hasn't been a meeting since October. Some people have asked us what we have to offer. The consensus is do nothing for now. Wait and see what conspires.

Young Eagles – Don Myers is attending the CAP Banquet. The Young Eagles flying on January 1, was canceled.

OLD BUSINESS:

President Don reminded the members of the Awards Banquet on Saturday, March 4, 2000. The list of Awards winners are in this issue of the Newsletter.

NEW BUSINESS:

The Chapter received a letter from the Rhinebeck Aerodrome Museum asking if we were interested in buying a brick to help preserve and help their growing collection of vintage airplanes. Yearly memberships are also available beginning at \$25.00. If interested, see June or Walter.

Re: the National Transportation Safety Board asking for volunteers. It will be discussed at the January Executive Meeting. An Executive Meeting will be held the last Tuesday in January. All interested members are invited to attend.

Re: the new combined ADs for champs (in Newsletter). Jay will talk to him as he has the entire article.

PROGRAM:

Dave Pence presented the program. He is an aircraft constructor stationed at the local airport. Dave said south of Runway 27 is not due south. Radar is not in the tower. Control area is now 4.1 miles radius. Suggested calling the Tower when between five and fifteen miles out when arriving at Hagerstown. Watch out for other airplanes. It is legal to pull up to the concrete pad and do your run up. You can pull up to the hold line and run up, but it is not a good idea. If you lose your radio, enter the pattern 500' above the pattern then enter the pattern, wag your wings and wait for light recognition from the tower. The winter hours are from seven in the morning until eight at night. Three mile radius of Shepherdstown is now off limits while the peace talks are going on. Transponders should be checked every two years. Don thanked Dave for coming and giving an informative program.

It was announced that Earl Witt is in the Chambersburg Hospital. He had congestive heart failure, had a blood transfusion, undergoing dialysis and soon will have his right foot amputated. He sold his C-150. Update, Earl was transferred to Manor Care, Chambersburg.

Ken reported his millennium fly-in near Amberson. There is a lake with an island in it near by. The private strip is 1700' long with 1200' useable. Ken had a hard time getting out. It is located between two mountains. When he arrived there the grass was frozen, but then became soggy. A lot of ultralights flew in.

The first Fly-in date for Chapter 426, Cumberland, is April 30. Mexico Farm Airport is in doubt. Someone is raising game birds at the end of the Airport.

Bob Scott moved to adjourn the meeting at 8:45 P.M., seconded by Richard Carbaugh, and the motion carried.
Submitted by: June Green

Members' Pages

Ray Franze

We're down in Key West for vacation. Yesterday we had a late lunch/early dinner at the "Birthplace of Pan Am."



Tina Richardson

'Twas A Night before Christmas – Aviation Style...

'Twas the night before Christmas and out on the ramp,
not an airplane was stirring, not even a Champ.

The aircraft were fastened to tie-downs with care,
in hopes that come morning, they'd all still be there.

The fuel trucks were nestled, all snug in their spots,
with the wind from two-forty at 39 knots.

I slumped at the fuel desk, now finally caught up,
and settled down comfortably resting my butt.

Then the radio lit up with static and chatter,
so I turned up the scanner to see what's the matter.

I could hear someone talking – a voice I should know –
he was calling for clearance to land on 3-0.

He barked his transmission so lively and quick,
but I sworn that the call sign he used was "St. Nick".

I ran to the panel to turn on the lights
to ensure he could land on that cold windy night.

He called his position, was him – no denial,
"St. Nicholas One turnin' left onto final."

And what to my wondering eyes should appear,
but an ultralight sleigh with a prop in the rear!

With vectors to final, down the glideslope he came,
as he passed all the fixes, he called them by name:
"Now Ringo! Now Tolga! Now Trini and Bacon!
On Comet! On Cupid!" – What pills was he takin'?

The controller was watchin', and scratchin' his head,
then my phone started ringing – I answered with dread.

The message he left was both urgent and dour:
"When Santa pulls in, have him please call the tower."

He landed like silk, with the sled-runners sparking,
then I heard "left at Charlie," and "taxi to parking."

He pulled on the reins and turned off of 3-0
and he stopped on the ramp that was covered with snow.

He climbed from the sleigh and before he could talk,
I ran out to meet him and tossed him a chock.

His helmet and goggles were covered with frost
and his beard was all blackened from diesel exhaust.

He tossed me his Visa to fill up his sleigh
and he asked me to top off his tank with Jet-A.

I checked out his cabin when he went to the head
and could see empty bottles in the floor of the sled.

For a second – I thought that he might have been drinking,
but his first name was Saint – what the hell was I thinking?

There weren't many gauges or buttons to press,
just a mode C transponder and an old GPS.

He rose from the loo with a smile of relief,
then he took out his phone for a Flight Service brief.

He completed his pre-flight, from the front to the rear,
then he put on his headset and shouted out, "Clear!"

He pressed the mic button when the run up was done
and he called for the tower – "Saint Nicolas one".

The tower responded and asked his intent,
then they cleared his departure and away the man went.

I saw his lips moving as he shouted with cheer,
but the sound of the turbine was all I could hear.

He sped down the runway and climbed to the night,
then he entered the pattern and he vanished from sight.

As I reached for the scanner, I could hear a voice shout,
"Merry Christmas to all, Saint Nicolas - out!"