



The Hagerstown Homebuilder

chapters.eaa.org/EAA36 Hagerstown, MD

Vol. 31 No. 9

September

2022



EAA CHAPTER 36

September 2022

CONTENTS

*Cover Page
Chapter Officers
President's Corner
Member Spotlight
Chapter News
Young Eagles Photos
Aviation News
Upcoming EAA Webinars
25 Years Ago Today
Flyout Report
Members Pages*

**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.

2021-22 OFFICERS AND SUPPORT STAFF

2021-22 OFFICERS AND SUPPORT STAFF	
President: Ray Franze raymond.franze@gmail.com	Vice-President: Gary Keller garylkeller261@gmail.com
Secretary: Dean Popio dmpopio@gmail.com	Treasurer: Dean Popio dmpopio@gmail.com
Young Eagles Coordinator: Curtis Berry cberry@myactv.net	Tech Counselor - Flight Advisor: Gary Hartle g.hartle@comcast.net
Webmaster: Carl Thornwall thorn@myactv.net	Newsletter Editors: The Thornwall Family thorn@myactv.net
Board of Directors:	Joe Boyle joeboyle1@myactv.net
Jim Marsden jim.mindy@myactv.net	Austin Colby austin@colbytech.com
Elizabeth Thornwall	Dave Anderson

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

The President's Corner



I hope everyone enjoyed last month's newsletter highlighting Chapter 36 at EAA AirVenture in Oshkosh, Wis. The Thornwall family produced another fantastic edition. A special "Thanks!" for offering to delay the publication so we could incorporate photos and stories from the pilgrimage; and their efforts picking through 100+ photos to possibly include in the newsletter.

Delaying the newsletter did offer one downside for me though—a quick turn-around for this month's submissions. The bright side for the rest of you is my monthly newsletter comments in this edition are likely to be relatively short.

The big, annual Wings & Wheels event is coming up this month on Saturday, September 10th. I recently sent out a chapter-wide email soliciting support for the event. If you are available to help, I'm sure we could use you somewhere. If you have friends/family who can help, I'm sure we can use them somewhere. Volunteer benefits include discounted meals, preferred parking, early admission, free admission, being around airplanes and other fun event activities, and of course that feel-good sensation that strikes you at your core for supporting our humble chapter. Additionally, if we are able to get beverages (soda and water) donated like last year, pretty much all of our revenue will be net profit to sustain chapter activities and afford future endeavors.

The chapter's Scholarship Committee met a couple of weeks ago to review and discuss the application packages for the 2022 Ray Aviation Scholarship.

The Committee selected Madison "Maddie" Richardson as this year's scholar. She has spent more time in Oshkosh, Wis. with EAA than I have, worked for a vendor at AirVenture, and attended Sun 'n Fun (I still haven't) in Lakeland, Fla. Among other things to include flying with mom, I can tell you that she is "dialed in" when it comes to aviation. We are now working through the process of submitting the nomination to EAA for their approval (should just be a formality), approval that is slated to occur in late-October/early-November following Madison's 16th birthday.

As I submit this, we are less than 48 hours away from our scheduled flyout to Cambridge, Md. (CGE) for breakfast at Katie's at the Airport. Pictures and a write-up to follow in this, or next month's, addition of the newsletter. Later this month we are planning to fly to Shannon Airport (EZF) in Fredericksburg, Va. for lunch at the Robin's Nest Café. Non-pilots are welcome to participate; let us know if you are interested.

September is the month for canvassing our chapter membership for potential candidates due to 2022 being a chapter election year. While this chapter's election process tends to be more of a contract renewal for the current administration, we welcome those interested in filling important roles within the chapter. Like anything else in life—the more time and effort one puts in to an activity, the more fulfillment one's likely to get out of it.

If you haven't been out to the chapter's hangar in a while, stop on out sometime. Progress is coming along on the Stolp SA-900 V Star as well as the Heath Parasol. And there's usually a few of us sitting around and "hangar flying."

Short and sweet this month. Take it when you can get it! So until next time

Safe skies!

Member Spotlight: Tina Richardson



Never Give Up On A Dream

“Once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.” A quote by DaVinci or John Hermes Secundari depending on who you ask has always resonated with me.

When I was 14, I along with so many saw Top Gun and this was when my love for aviation began. I do not come from a family of aviators so I did a lot of research to see what steps I would need to take to follow my dream of being a pilot. I thought that the only way to fly was to join the military, so I began the process of trying to take the necessary steps to apply for the Air Force Academy. I didn't have a lot of support and my high school counselors didn't have a lot of information as to what steps I needed to take. Since I wanted to be around planes and thought that being near a military base would give me better chance, at 16 I moved away from home in New Jersey and moved in with my Aunt in San Diego, CA.

I can remember sitting at the end of the runway at Miramar Naval Base, CA and watching touch and go's every chance I got. If I was not at work or school I was at the end of the runway. I was working part time after school so that I could afford to support myself and continued to research steps to achieve my dream of being a pilot. I didn't have the connections to get what I needed to submit my application to the academy. So I began talking to recruiters who all basically told me “Woman do not fly combat missions and that if that was my dream I may want to look at other careers in the military”. I was devastated and figured that there was no point in joining the

military if I could not fly. Since I had pushed myself academically, I was able to graduate early and went to work full time.

At 17 I got married and worked full time to support myself and my new husband. My husband was abusive both mentally and physically and at 20 while my ex was on deployment, I got the courage to file for divorce and moved back to PA.

I finally felt free and empowered so I contacted Eagle Air (ironically at KHGR) to start to achieve my dream. However, after a couple lessons my divorce was final, and all the marital debt became my responsibility, so my dream was crushed again after just a couple flight hours.

My dream was always in the back of my mind, but life always seemed to happen. I got re-married and at 34 my twin daughters were born. After they were born, making sure that they grew up with the love and support trumped everything and there were no regrets when it came to my girls.

My dream of flight never went away and then when my daughters Madison and Katarina began to have an interest in aviation it rekindled my desire to get my license.

With the encouragement of my husband and the girls, I decided to move forward with my dream. My goal to get my license by the time I was 50.

On May 9, 2021 I logged my first lesson at KFDK (my previous log book was destroyed) to see if I still had the same drive and yup it was still there.

On 6/1 I contacted Hagerstown Flight School and started logging hours with then CFI Curtis Berry. Unfortunately Curtis was not able to continue as my CFI so I began my hunt for a new CFI.

On 7/2 I contacted Blue Star Aviation and flew a low wing with CFI Chris Folster at N94 but his hours and plane availability caused me to change yet again.

On 7/10 with a whopping 6.1 hours under my belt I changed to KFDK and began training.

Fast forward to 12/10 and 37.6 hours (52 landings) and I was ready for my “Stage Check” or so I thought. I went up with a Sr CFI and was told NOPE you are not ready, practice more and we will reschedule.

12/24 now with 46.1 hours and (87 landings) I was ready for another “Stage Check”, with a Sr CFI. 13 landings later in 1.6 hours and I was told NOPE you are still not ready, practice more and we will reschedule.

Fast Forward to 1/25 now with 56.7 hours and (127 landings), I was ready for another “Stage Check” with another Sr CFI, 11 landings later in 1.7 hours and I was told NOPE you are still not ready, practice more and we will reschedule.

1/26 I flew with CFI Shawn Hartsock at KHGR to see if I was really cutout to be a pilot. 7 landings later in 1.2 hours and he said I do not see any issues with your ability to fly. However, he did not have the capacity to take me on as a student at that time.

At this point I was ready to quit but my family and our very own Ray, Austin and Tobias were not going to let that happen. They knew I could fly, I just needed a CFI that was willing to kick me out of the nest.

Austin got me connected with the amazing Joe Baginski and he agreed to become my CFI flying out of KHGR. This would allow me to fly more often since I could fly before work and did not have to travel so far. I met with Joe on 3/17 and did my Pre Solo oral test.

3/19/22 was my first flight with Joe in N733JE, we did everything so that he could check out my abilities.

3/20/22 more pattern work

3/21/22 met with Joe and he said, "I think Friday is going to be the day", we went up and did 8 landings and on the 9th time around the pattern before I reported Mid-Field he said those amazing words. "When we land this time go ahead and let me out" - 60.8 hours and 155 landings SOLO DAY!!!!

3/29 - 4/20 could not fly due to weather, Sun-N-Fun and plane issues so Checkride was moved 2 times.

4/25 Checkride rescheduled from 4/19 again due to plane and weather causing delays in finishing my long Cross Country.

*Over 17 days I crammed in 30.4 hours to get ready for my checkride and also completed my written. Yes I DO NOT recommend waiting until the last minute to complete your written.

5/10/22 (my 50th birthday) I was scheduled for my checkride, this was either going to be my best birthday or my worst. Headed to KHGR to fly to KMRB for my checkride and the backup COMS were out. Called Austin and he ran over and helped me get the COM working.

Headed to KMRB by myself to meet my DPE Lee Jones. Did my oral and then went to the plane to do my practical only to find the headset jack was not working. Lee and I make the decision to discontinue and he said to fly him to KHGR to get my car and drive him back. Once we took off things started working so we started my checkride. We did all the maneuvers and he said go ahead and take me back after my not so pretty short field landing. I knew for sure I failed. We landed and we taxied back and he took the controls to park the plane since we needed to maneuver around some others that were parked. Again I thought YUP I failed the DPE took your controls. We shut the plane down and he looked at me and said, Happy Birthday you are now a PRIVATE PILOT!!!!

8 CFI's, 92.9 hours and 254 landings - The flight home to KHGR is one I will never forget. Never give up on your dreams!!!

Chapter 36

News and Events

Larry Selman, a phenomenal illustrator and local talent, spoke to our chapter during August's monthly chapter gathering. Larry discussed the processes involved from research to sketching to the finishing touches. Additional information about Larry Selman and his artwork can be found on his website.



<https://www.larryselman.com>

Current Fuel Prices

as of
August 25, 2021

Airport	SS	FS
Hagerstown	\$6.75	\$7.50
Frederick	\$6.85	\$7.60
Martinsburg	\$6.69	\$7.19
Winchester	\$6.59	\$6.99
Cumberland		\$6.55
Carroll County	\$7.05	\$7.55

www.airnav.com



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

September



Chapter Meeting

Monthly chapter meeting on Tuesday, September 6th, 7:00 p.m. at the Hagerstown Aviation Museum hangar.
(Feature presentation to be determined)



Wings & Wheels

Young Eagle Flights and concessions during the 2022 Wings & Wheels Expo at Hagerstown Regional Airport on September 10th.



Fourth Saturday Flyout

Flyout to Shannon Airport (EZF), Fredericksburg, VA for lunch on Saturday, September 24th. Time of departure to be determined.

Photos From the August Young Eagles Event

By Mark Hissey



Aviation News:

Young Eagles Special Programs Announced

<https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/news/young-eagles-special-programs>

NASA Targets Sept. 3 for Next Artemis I Moon Mission Launch Attempt

<https://blogs.nasa.gov/artemis/2022/08/30/nasa-targets-sept-3-for-next-artemis-i-moon-mission-launch-attempt/>

Two pilots, but nobody was flying the plane

<https://generalaviationnews.com/2022/08/05/two-pilots-but-nobody-was-flying-the-plane/>

Strategies To Avoid Mid-Air Collisions

<https://www.flyingmag.com/strategies-to-avoid-mid-air-collisions/>

Early Analysis: Midair at Watsonville Municipal Airport

<https://www.aopa.org/news-and-media/all-news/2022/august/22/early-analysis-watsonville-municipal-airport>

An easier way to get your WINGS

<https://generalaviationnews.com/2022/08/02/an-easier-way-to-get-your-wings/>

The Attack of the White Cessnas

<https://generalaviationnews.com/2022/08/23/the-attack-of-the-white-cessnas/>

COVID Brain Fog and Other Long Term Pilot Concerns

<https://pilot-protection-services.aopa.org/news/2022/august/01/covid-brain-fog-and-other-long-term-pilot-concerns>

Personal Weather Minimums: Identify Yours

<https://www.flyingmag.com/personal-weather-minimums-identify-yours/>

Companion Copilot

Be More than just a passenger

<https://www.aopa.org/news-and-media/all-news/2022/august/26/companion-copilot>

2022 One Week Wonder Makes First Flight

<https://www.eaa.org/airventure/eaanews-and-multimedia/eaanews-and-airventure-news/eaanews-and-airventure-oshkosh/2022-one-week-wonder-makes-first-flight>

Mitigating Skill Fade

Expert tips for staying proficient in the face of rising fuel costs

<https://www.aopa.org/news-and-media/all-news/2022/september/pilot/proficiency-mitigating-skill-fade>

A 12-Minute Flight and a Serious In-Flight Fire

<https://airfactsjournal.com/2022/08/a-simple-glider-tow-leads-to-a-serious-in-flight-fire/>

New Video Shows Last Flight of An-225 ‘Mriya,’ the World’s Largest Airplane

<https://www.flyingmag.com/new-video-shows-last-flight-of-an-225-mriya-the-worlds-largest-aircraft/>

Foreign Language

How taking a knowledge test en español reminded me how to study

<https://www.aopa.org/news-and-media/all-news/2022/august/flight-training-magazine/foreign-language>

A Major Disability Could Not Stop This Determined Sport Pilot

<https://www.flyingmag.com/a-major-disability-could-not-stop-this-determined-sport-pilot/>

‘One I’ll never forget’

Lineman gets Extra aerobatic surprise

<https://www.aopa.org/news-and-media/all-news/2022/august/24/one-ill-never-forget>

Army’s Solar-Powered Drone Crashes After 64 Days in the Air

<https://www.flyingmag.com/armys-solar-powered-drone-crashes-after-64-days-in-the-air/>

Gyro Hero: Slow or slightly less slow

<https://www.aopa.org/news-and-media/all-news/2022/august/23/slow-or-slightly-less-slow>

Upcoming EAA Webinars

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

Date	Time	Title	Presenter(s)
9/6/22	7 p.m. CDT	<u>Homebuilt Aircraft Judging 101</u> Homebuilding Webinar Series	Dave Juckem <i>Vice-Chairman Dave Juckem will review the judging process and procedures related to homebuilt aircraft judging at AirVenture.</i>
9/7/22	7 p.m. CDT	<u>What Price Speed?</u> Qualifies for FAA WINGS and AMT credit.	Mike Busch <i>With fuel prices at all-time highs, it's more important than ever for pilots of GA airplanes to fly in a fuel-efficient fashion. So, how can we get the best bang for our avgas buck? Well, it turns out that there are a bunch of things that contribute to fuel-efficient flying. Mike Busch discusses optimal airspeeds, leaning, throttle and RPM settings, altitude, and fuel price bargain hunting. This webinar should give you the tools you need to make the most of the fuel you buy.</i>
9/13/22	7 p.m. CDT	<u>The Treasures of Pioneer Airport, Part 1</u> Museum Webinar Series.	Chris Henry and Ben Page <i>One of the hidden gems of the EAA Aviation Museum is Pioneer Airport, located behind the main museum. This re-creation of a 1930s airfield houses a special part of the museum's collection, including many examples of golden age aircraft. Museum staff members Chris Henry and Ben Page take a look behind the doors of Pioneer Airport.</i>
9/14/22	7 p.m. CDT	<u>Crosswind Conundrum - When Winds and Runway Don't Align</u> Qualifies for FAA WINGS credit.	Prof. H. Paul Shuch <i>In a perfect world, the winds are always light, and what wind there is blows straight down the runway. Too bad we don't always get to fly in a perfect world! In this FAA Safety Team WINGS award webinar, Prof. H. Paul Shuch will help you to tame your flying dragon during crosswind takeoffs, landings, en route, and in the traffic pattern.</i>
9/21/22	7 p.m. CDT	<u>FAA Enforcement Process</u> Qualifies for FAA WINGS credit.	James Cooling and Alan Farkas <i>This webinar provides an overview of the FAA enforcement process and philosophy pertaining to certificate holders for alleged violations of the Federal Aviation Regulations. Attorneys James Cooling and Alan Farkas from EAA's Legal Advisory Council will provide tips and best practices for steps to take for airmen and other certificate holders facing a possible enforcement action.</i>

25 Years Ago Today

Thanks to Jay Kanagy

September 2, 1997

The regular monthly meeting of the Hagerstown Chapter 36, EAA., Inc. was held in the EAA Hangar located at the Washington County Regional Airport on Tuesday, September 2, 1997. The meeting was called to order by the President, Jack Raun, at 7:45 P.M. Twenty-five members and guests present. President Jack welcomed all. Glad to welcome so many back. Good to see everybody. Glad to see the secretary back after a lengthy illness.

ANNOUNCEMENTS:

CAP Auction on October 5 at Aero Smith. They are asking for donations.

September 13 - 15, The Battle of Antietam. Six miles south of Hagerstown. Enjoy it from the ground and not from the air. There is an advisory on the event.

September 6 and 7 - Hagerstown Air Show

Don Myers - young Eagles - The following Saturday Don will fly Easter Seal, Spinal Bifida, and Make a Wish Children affair, Capitol Airport from 10:00 until 4:00. Don is working on the Insurance about the young Eagles. He has flown his 500 Young Eagles. Bob Enterline has flown 100.

September 14 - Mexico Farms Anniversary Fly-In from 7:00 A.M. until 5:00 P.M.

Lunch at 1 1:30. Trophies will be awarded.

Hagerstown Air Show - The Mig arrived today. A-10's are scheduled, seven helicopters and a whole lot of Warbirds. Will have more airplanes than ever. During the show for 20 or 25 minutes families living in a three-mile radius of the center of operations will have to leave their homes. Jim is to notify them. The Mig will fly. The stealth bomber to fly over only on Sunday at 4:00 P.M. Runway 2- 20 will close at 7:00 n.r.rl. Friday morning and reopen on Sunday evening. Food and airplane rides will be paid for by vouchers. People will have to buy vouchers for anything they want to buy.

Our chapter will need all the help they can get. A paper was passed around for the members to sign up.

Planes will start coming in on Friday. Our members who can are asked to come out on early Friday to help park planes, place stanchions, put out trash barrels, etc. Meet on Saturday at 8:00 A.M. for briefing and assignments. We are to do aircraft movement, crowd control, and trash detail. We need sufficient help. The EAA members will wear orange vests and EAA 36 Hats. If you have a radio, bring it. If you have a motorcycle, bring it. Ground frequencies will be given on Saturday. Police will be on the field. Dean Truax and Jack Raun will be the Air Bosses for the EAA. Will have flyers for Young Eagles at the command station {in our hangar and in front of Pete's office). There will be no refunds for unused vouchers. Final briefings on Friday evening and Early Saturday morning. June and Walter will make ice tea and lemonade for the EAA workers.

For the October meeting, we will meet at the EAA Hangar at 7:45 P.M. and then go to the CAP Building. We will return to the Hangar for our business meeting.

Jack read a letter from Don Myers resigning his offer of having the EAA finish his Kitfox. One; things are moving faster than he planned; and he's afraid painting it will be a problem, since we can't paint in the Hangar.

Jack Raun declared the meeting adjourned at 9:05 P.M.

Submitted by June Green

Flyout Report: Katie's at the Airport

On Saturday, August 27th, seven members flew in two aircraft to Cambridge-Dorchester Regional Airport (CGE) in Cambridge, Md. for breakfast at the on-field restaurant, Katie's at the Airport.



Ray Franze, Gary Keller and Gil Motz flew over with Marshall Martin in his Cessna 206 (N206WT). Marshall filed IFR which helps make the various airspace (DC SFRA / Bal-Wash Class B) a non-issue. Due to Biden's weekend trip home to Wilmington, Del. and the subsequent TFR, airspace complications abounded regardless of which direction one flew to get to CGE. Proper study and experience though, may help one realize the airspace isn't as scary as it might seem.

Curtis and Kate Berry, and their daughter Kalyn, flew over in the family's Cessna Cardinal (N52543). They opted to fly the VFR corridor between Baltimore and Washington on the way over to Cambridge.

The air was silky smooth with not a cloud in sight on the way over. The only downside was the amount of haze greeting us on a typical August morning in the Mid-Atlantic.



The restaurant at Cambridge was busy. We had to wait, but not long, as they provided a round table to accommodate all of us. The restaurant was short staffed—fair warning given by our waitress. We did have to wait a while for the food to arrive. At one point we realized we landed a little over an hour ago and still didn't have our food yet. When the food did arrive, everything was as ordered and tasty. The omelets were a hearty portion. The scrapple did not disappoint—one reason to frequent airport restaurants in Maryland. The prices were fair—not as inexpensive as some airport restaurants, but not as expensive as others. With large windows overlooking the ramp and high ceilings, the restaurant feels inviting with a lot of natural light.

The flight back was pretty uneventful as well. As the sun and temperatures rose, cumulus clouds materialized with some light disturbances in the air. Descending out of 6,000' Marshall was in and out of the clouds getting some actual IMC.

Another good flyout in the books for EAA Chapter 36.



Members Pages



Elizabeth Thornwall

Last week I flew with my flight instructor to Kampel (2N5) and Burmudian Valley (07N), two small grass airstrips about 40 miles north of Frederick. It was my first time landing on grass. I was flying my instructor's Cessna 140, and soft field landings in a tailwheel aren't much different than normal landings. The obstacles at the ends of the runways posed more of a challenge than the landings.



Andrew Russell

Off To College!



Off to The University of North Dakota in Grand Forks, ND. My Dad, sister and I drove for two days out to Grand Forks, not enough time to do any sightseeing unfortunately. UND runs Piper Archer and Piper Seminole. They have a CRJ200 Simulator and will be getting an Allsim in December. I will be taking 13 credit hours with only one of them flight related. The school's policy is to have no flight training the first semester that I am attending. I am looking at joining the fraternity that most of the pilots belong to and one of the clubs just for pilots. I have been told to join the 99-flight group since it is mostly girls. With the school so far away, I won't be home for Thanksgiving break but will be home for Christmas.

I am living in the dorm for the aviation students, really like my suitemates, my roommate is very quiet and enjoys playing video games. There is a tunnel from my dorm to the dining hall and my classes are all over the campus which is huge. Greek life is big here and most have nice big homes near the campus.

Thanks again for all your help and support through the process of getting my Private Pilot's License Certification! I will keep you informed of my progress at school. See you all for Christmas break!



Ray Franze

A couple of weeks ago I stopped in the National Air & Space Museum's Udvar-Hazy Center at Dulles. It was hard to believe 3+ years had passed since my last visit. Despite the number of times I have visited this museum, there always seems to be a few new items on display since my previous visit. This visit's new finds were the JRS-1 (similar to a PBY Catalina) that I last saw in the restoration hangar but is now on display. Apparently the JRS-1 on display was at Pearl Harbor on Dec. 7, 1941. Another new (to me) addition is Dusty Crophopper from Disney's "Planes." The C-121 Constellation on display with the WV Air National Guard markings once belonged to my unit in Martinsburg, WV.

