



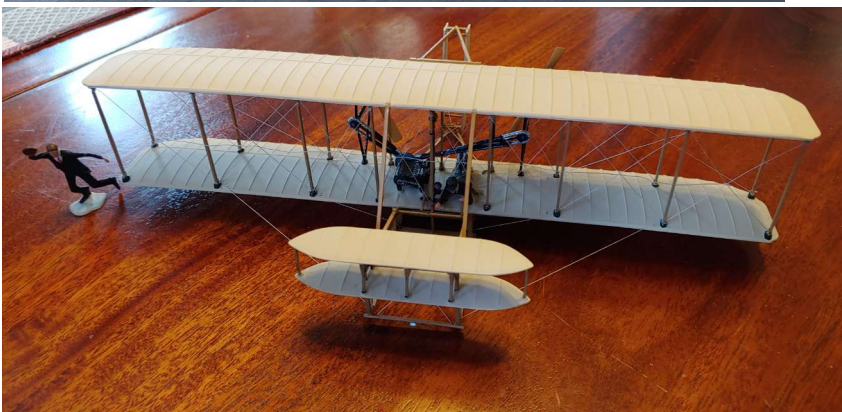
The Hagerstown Homebuilder

chapters.eaa.org/EAA36 Hagerstown, MD

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EAA CHAPTER 36

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→→→ **Our next general membership meeting will be held August 3rd** →→→

The President's Corner



EAA's AirVenture is nearing its end for the year. It's great to see EAA was able to host it after the event's hiatus in 2020. Hopefully everyone who made the trip had a great time and safe travels home.

This month's chapter gathering is back at the Hagerstown Aviation Museum. We are scheduled to meet on the first Tuesday of August (3rd), and it looks to be quite the monthly get-together. Our feature presentation is Chuck Fulton, host of the "Soaring the Sky" podcast about soaring in gliders. Additionally, we plan to formally award the Walter Green Memorial Scholarships; and celebrate the accomplishments of our 2020 and 2021 Ray Aviation Scholars.

One of our goals for the Walter Green Memorial Scholarship is to keep it going as an annual award. Awarding the initial scholarship this month is a monumental moment for the chapter. Unlike the Ray Aviation Scholarship which comes to us fully funded through EAA and the James Ray Foundation, this scholarship requires more legwork on our end—and the scholarship presentation serves as a reminder that it's time to raise funds for next year's award.

We saw several exciting developments concerning our Ray Aviation Scholars last month. Our 2020 scholar, Aidan Bedwell, successfully completed his checkride on the 15th becoming a private pilot. And ten days later our 2021 scholar, Andrew Russell, completed his first solo flight. I believe we'll get a first-person account of Andrew's aviation milestones next month. And we wish Aidan well as he departs for his freshman year at Georgia Tech later this month.

On the 14th, we will hold our second Young Eagles event of the year. The last I checked we have 34 Young Eagles pre-registered for the event with a couple weeks to go. August is the final month that EAA offers \$10 credit/Young Eagle flown. This is double the usual amount so hopefully we have a strong turnout to take advantage of the opportunity. The museum ended up moving their Open Airplane event to the following weekend. We already had the Young Eagles flights posted and kids pre-registered, so we'll be the main event that Saturday. We'll reconnect with the museum's Open Airplane afternoon in September which will also be Wings & Wheels.

Our plan for the "Fourth Saturday Flyout" in August will be slightly different. We had a request for a flight to St. Marys, PA (OYM). There is a restaurant on the field, but it doesn't open on the weekends until 4:00 pm so it'll be a dinner flight. So don't forget to shave, put on your nicest t-shirt, and come on out for an early dinner and a romantic sunset flight home.

Fabric covering is the common theme with our aircraft projects. The fuselage for the Stolp SA-900 V-Star is up at Don Myers for fabric covering, and our YE RC build project's wings, tail section, and probably fuselage at this point have all seen fabric covering. The RC build project will be on a two-week hiatus in August—resuming on August 19th.

Member Spotlight: Pete Walters

I have some aviation in my DNA on my father's side. He was a 30 year old lawyer when the US entered World War 2. But despite his age, he enlisted in the Army Air Corps, learned morse code (which amazed me in my childhood) and became a C-47 radio operator. He was stationed at Scott Field, Illinois, where he met my mother, and family lore says he was the RTO on the First Troop Carrier commanding general's aircraft. In 1943 he attended Officer Candidate School in '43, married mom, and shipped out to a B-17 base east of London as ground crew (squadron signal officer). Fate intervened, and the base commander put him in charge of the officer's club with the following orders: "Here's a jeep, a sergeant, and \$500. Never run out of booze." He spoke about how severely damaged a B-17 could be and still fly. His only two "combat" experiences were when a V-1, enroute to London, fell short and hit a bomb storage bunker making a "helluva" explosion. The second was while walking to the O' Club, hearing a strange engine, and looking up to see a Messerschmidt headed full throttle straight toward him. To avoid being strafed, he jumped into a ditch as it roared over. Then he saw the P-51 chasing it and realized that German wasn't pausing to shoot at anything. He mustered out in 1946.



2LT Walters, circa 1943.

My twin brother and I entered the world in 1951 in St. Louis. I was the youngest of 4. Dad had joined the Mississippi Department of the Corps of Engineers as a contract lawyer. Construction of the St. Lawrence Seaway moved us to Buffalo, NY in 1955, and when that wrapped up, we moved to DC in 1958 where Dad worked for the Bureau of Public Roads (later the Department of Transportation) in the early days of the Interstate Highway system.



Geeky high school nerd.

Paul Garber (big cheese at the Air and Space Museum) was in the local chapter of a modeling group I joined, and got us a behind the scenes tour of the Silver Hill, MD restoration facility. I can say I have been inside the B-29 Enola Gay. I probably built over 100 model airplanes in 1:72 and 1:48 scale, and have 50 or so still unbuilt in my collection from my high school days.

In DC, my real interest in aviation was kindled. Our family knew a very interesting WW2 navy pilot who had been at Pearl Harbor and retired flying carrier fighter jets. His war stories hooked me. Sailing our family catamaran from the Naval Academy allowed me to climb on (and in) the planes on display there. I started reading every book I could find. For 29 cents, I could buy a 1:100 scale model plane at a local hobby shop--Zeros, Stukas, Spitfires, etc. For an extra 10 cents, I discovered Airfix 1:72 scale, which consumed my lunch money from that point onward. In my mid teens, I worked in a hobby shop, and with employee discounts, began buying better kits and developed my skills to the point of having a Hawaii Air National Guard F-102 on display at the National Guard Headquarters building.



So many classics. Where to start.



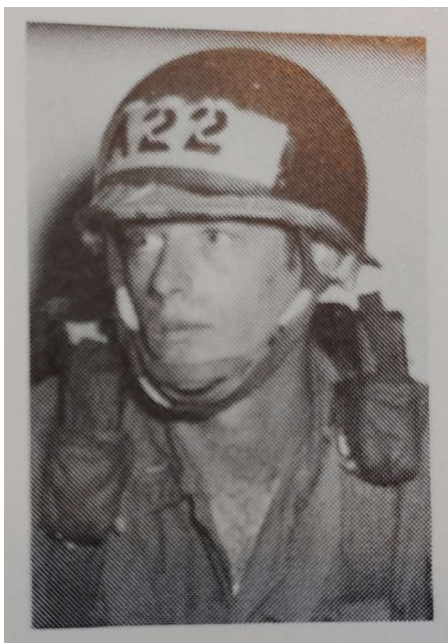
VMI cadet, senior year.

College at Virginia Military Institute (and two summer schools and one ROTC summer camp) ended my modeling. But I did discover that a local retired USAF Colonel operated a nearby grass strip glider port. At half the hours and far fewer dollars, I obtained my glider rated Private License in the fall of 1972. On our first date, I took my future wife, Karen, up for a ride. She was convinced I must be rich, which helped when I eventually asked her to marry me. Commissioned in 1973, the Army kept me busy for the next 20 years, including two tours in Germany, and a diversion to the Persian Gulf for Desert Shield and Storm.

1/24/72	3										
1/24/72	4	SCHWEIZER 2-33	N5778S	AERO	3					LEXINGTON VA	
"	5	"	"	"	4					"	
"	6	"	"	"	3					"	
2/5/72	7	SCHWEIZER 2-33	N5778S	AERO	4	10.6				LEXINGTON VA	
2/4/72	8	SCHWEIZER 2-33	N5778S	AERO	2					LEXINGTON VA	
"	9	"	"	"	1					"	
"	10	"	"	"	1					"	

CERTIFIED BY *Roy Miner* CFI 1550838 Expires 12-31-77

Glider logbook entry from 2/5/72. Released from tow at 4,000. Climbed in wave lift to 10,600. Smooth as silk. Watched an Air Force Globemaster fly by at our altitude. Didn't have oxygen so my CFI wouldn't let me go higher.



Paratrooper training, Fort Benning, Ga. It was HOT in August 1973. At 125 pounds, I descended slowly.

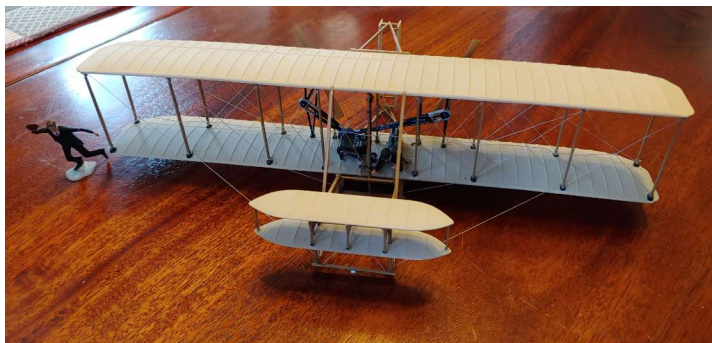


My first soldiers at Fort Bragg, about 1974. I'm upper right.

I came to Waynesboro in 1993 to launch an Edward Jones investment office. I didn't know a soul, but over the next 24 years, built a business from zero to over \$120 million in assets, and a thousand households of clients. Way too busy to fly between business and raising two children. I finally retired in 2017. I spent about 2 years getting caught up on neglected household projects (like finishing a woodworking project I had started in 1985), and then decided if I was ever to get back in the cockpit, I better get cracking. I took my flying lessons from Pete Bastien at AeroSmith (now Bravo Flight Training) in Martinsburg. He was very patient with this old soul. I passed my checkride in October of 2020. The preceding August, being reasonably sure I was actually going to make it to a powered aircraft rating, I placed an order for a SkyReach Bushcat light sport aircraft. Delivery was expected in December. But that didn't happen. Neither did January, February, March, April, May, or June. Curse you, pandemic! But patience won out. My kit finally shipped from South Africa, where they are produced, and delivery to Hanger 6H at KHGR is scheduled for Friday, July 23rd.



My check ride Cessna 172.



Purchased in 1968, I built this Monogram 1:48 scale Wright Flyer in 2020 as a gift for my CFI, Pete Bastien. He has actually flown the reproduction Flyer.

On Saturday, July 24th, my copilot in life since 1975 and I will drive to our first Oshkosh Airventure (we tried last year, but you know what happened). Going to pick up my Light Sport Aircraft Repairman-Inspection certificate while there. Assembly of my very own aircraft will begin immediately upon return.



Karen taking a test ride in a Bushcat last year. Mine will be white over blue and nose wheel.

Chapter 36

News and Events

Current Fuel Prices

as of
July 20, 2021

Airport	SS	FS
Hagerstown	\$5.35	\$6.10
Frederick	\$5.65	\$6.40
Martinsburg	\$5.15	\$5.94
Winchester	\$4.99	\$5.34
Cumberland		\$5.25
Carroll County	\$5.25	\$6.25

www.airnav.com



Young Eagles Build & Fly Program meetings at the Chapter 36 Hangar, Thursday nights at 7 PM

RC Build & Fly meetings will be taking a two week break starting August 5th. Meetings will restart on August 19th.



Weekly Build Nights at the Chapter 36 Hangar, Monday nights at 7 PM

August



Membership Meeting

Chapter meeting on Tuesday, August 3rd, 7:30 PM at the Hagerstown Aviation Museum. We will have a presentation by Chuck Fulton, host of "Soaring the Sky" podcast about gliders.



Young Eagles

Our next Young Eagles event will be on August 14th at the Hagerstown Aviation Museum.



Fly-Out

Fourth Saturday Fly-out will be a dinner flight to St. Marys, PA (KOYM) on August 28th.

Photos From the July Chapter Meeting



Aviation News:

FAA Releases Policy on Training in Experimental, Primary, and Limited Category Aircraft

<https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/news/07-08-2021-faa-releases-policy-on-training-in-experimental-primary-and-limited-category-aircraft>

Who's landing this airplane?

<https://airfactsjournal.com/2021/07/whos-landing-this-airplane/>

Planespotter Alerts F-15E Crew About Engine Damage

<https://www.avweb.com/aviation-news/planespotter-alerts-f-15e-crew-about-engine-damage/>

Van's RV-15 in the works

Popular kit builder designing a high-wing experimental

<https://www.aopa.org/news-and-media/all-news/2021/july/26/vans-rv-15-in-the-works>

Passing it on — for good or ill

<https://generalaviationnews.com/2021/07/20/passing-it-on-for-good-or-ill/>

9 Training Tips For Every Student Pilot

<https://www.boldmethod.com/blog/lists/2021/07/nine-training-tips-for-every-student-pilot/>

Cherishing Young Eagles

<https://www.eaa.org/airventure/eaanews-and-multimedia/eaanews-and-aviation-news/eaanews-and-aviation-news/07-26-2021-cherishing-young-eagles>

Safety Spotlight: Shifting sands

You may need your best skills when you least expect it

<https://www.aopa.org/news-and-media/all-news/2021/july/pilot/safety-spotlight-shifting-sands>

Distracted pilot nearly lands on wrong runway

<https://generalaviationnews.com/2021/07/12/distracted-pilot-nearly-lands-on-wrong-runway/>

EAA AirVenture is back

After one-year pandemic delay, thousands of pilots converge on Oshkosh, Wisconsin

<https://www.aopa.org/news-and-media/all-news/2021/july/26/eaanews-and-aviation-news/07-26-2021-airventure-is-back>

How Instrument Procedures Are Creatively Named

<https://www.boldmethod.com/learn-to-fly/airspace/how-instrument-procedures-are-creatively-named-approaches/>

A truly unforgettable Oshkosh arrival

<https://generalaviationnews.com/2021/07/25/a-truly-unforgettable-oshkosh-arrival/>

Questions from the Cockpit: What is a Fowler flap?

<https://generalaviationnews.com/2021/07/12/questions-from-the-cockpit-what-is-a-fowler-flap/>

Training Tip: The passenger effect

<https://www.aopa.org/news-and-media/all-news/2021/july/16/training-tip-the-passenger-effect>

Key West RNAV (GPS) Runway 27

<https://www.flyingmag.com/story/pilot-proficiency/chart-wise-key-west-runway-27/>

Pilot crashes while landing at Oshkosh

<https://generalaviationnews.com/2021/07/21/pilot-crashes-while-landing-at-oshkosh/>

Training Tip: Accidental learning

<https://www.aopa.org/news-and-media/all-news/2021/july/26/training-tip-accidental-learning>

West Virginia aviation maintenance program first to incorporate virtual reality painting

<https://generalaviationnews.com/2021/07/26/west-virginia-aviation-maintenance-program-first-to-incorporate-virtual-reality-painting/>

Upcoming EAA Webinars

Full list: <https://www.eaa.org/eaanews-and-publications/eaanwebinars>

Date	Time	Title	Presenter(s)
8/3/21	7 p.m. CDT	<u>Homebuilt Highlights from AirVenture Homebuilders Webinar Series</u>	Marc Cook <i>Kitplanes Magazine's Editor in Chief Marc Cook will cover the important homebuilt news, products, and just plain cool aircraft that caught his eye at AirVenture 2021. Even if you attended AirVenture 2021, put this one on the calendar as you just can't see it all.</i>
8/4/21	7 p.m. CDT	<u>Misfueled with Jet A Qualifies for FAA WINGS and AMT credit.</u>	Mike Busch <i>When piston airplanes are fueled with Jet A, bad things can happen. In this webinar, Mike Busch reviews several misfueling accidents and incidents -- including one in 1992 that involved his own Cessna Turbo 310 -- and discusses the lessons he learned about this misunderstood and seldom discussed subject. Through this webinar, you may learn things that could potentially save your life someday. If this happened to Mike, it could certainly happen to you.</i>
8/10/21	7 p.m. CDT	<u>Bugatti 100P: One of a Kind Museum Webinar Series</u>	Bob Havens <i>Explore the fascinating history of one of the crown jewels of the EAA collection — the one-of-a-kind purpose-built Bugatti 100P racer. Join us as EAA Aviation Museum docent Bob Havens leads a discussion on the history of the aircraft and how it survived to one day become the museum artifact that it is.</i>
8/11/21	7 p.m. CDT	<u>Runway Directional Control Qualifies for FAA WINGS credit.</u>	Tom Turner <i>If you're going to have an incident or accident, most likely it'll happen because you lose directional control during takeoff or landing. Crosswind management is a big part of runway control, but it's only part. Tom Turner from the ABS Air Safety Foundation will explore the elements of loss of directional control on the runway (LODC-R) and the steps you can take not only to maintain control, but to predict and avoid the causes of this very common type of accident or incident.</i>
8/17/21	7 p.m. CDT	<u>Alluring Figures in Aerobatics: What the Rules Say, What Judges Like, and What Pilots Do Qualifies for FAA WINGS credit.</u>	DJ Molny <i>Ever wonder what aerobatic judges are really looking for? Want some easy ways to improve your scores? Aimed at newer competitors and pilots who are curious acro competition, this webinar provides practical tips about what the rules say, what judges look for, and common mistakes that pilots make.</i>

2021 Ray Aviation Scholarship: Andrew Russell

I am Flying!

Thank you again! I have started my training. I am currently at sixteen hours of flight lessons. I am scheduled for three times a week at three-hour lessons. My instructor Anthony, thinks I will be soloing in a few weeks.

I have been very fortunate to have many people helping to guide me, on my journey to become a commercial pilot. Besides the EAA group, my family have two very close friends that are pilots, one is a commercial American Airline pilot and the other is a Private pilot that flies his own planes. Colonel Mike McCarty, is a friend of my parents that has taken me under his wing. Colonel Mike, learned to fly in the Marines. He is trying to talk me into joining the armed forces to get my training that way.



Since I earned my Eagle Scout during covid not many people were able to attend my ceremony. Undenounced to me, my parents had been in contact with a family friend from Hazard Kentucky. Mr. William Fields wanted to attend but it was not to be. Mr. Bill called my parents up on Easter Saturday this year and announced that he was on his way. My parents keep in contact with him during his flight and timed it so that we arrived at the Hagerstown Airport just before he landed. You may ask how did they get me to the airport? Well, I am still on my drivers learners permit so they tricked me into driving them to the airport by just saying that they were taking me out practicing. Then, since we were near the airport, we just happened to stop in to watch the planes land. There just happened to be a cute silver Swift airplane coming in and the pilot had a thick Kentucky accent. Wow, that plane looked just like the pictures of the planes that Mr. Bill owns, could that be Mr. Bill getting out of the plane?!!

The next morning, we got up early and Mr. Bill and I took off. We flew to Bedford but it was too windy to land so we came back to Hagerstown. Unfortunately Mr. Bill was not able to stay much longer so he had to head back home.

The EAA group also is another group of guys that are helping me learn more about flying, not only the actually flying but the actual planes. They are teaching me how to build a plane and about the maintenance that goes into owning one. I hope I will be able to make them all proud of the pilot I become. – *Andrew Russell*





**Congratulations
Andrew on your first
solo flight!**



2020 Ray Aviation Scholarship Update: Aidan Bedwell

“July has been a very exciting month for my flight training! The first week of the month saw me preparing with Hoa, practicing maneuvers and emergencies. There was also a good bit of grounds, making sure the paperwork was all ready for my check ride. After canceling due to weather a week prior I ended up having my stage 3 check the day before my checkride. I was prepared and the check went very smoothly with Brenda saying I did well and would do well on the check ride. The next day I woke up early and had my check ride with Lee Jones. The ground portion of my test went very smoothly and after a thorough preflight Mr. Jones and I took off towards MRB on a route he had picked for me and I had planned for. After a diversion to the practice area south of MRB and a demonstration of some maneuvers we returned to FDK. After a few landings I had done it and we taxied back to park the plane.



Later that day I went on my first flight as a private pilot to KHGR where I attended the r/c build and fly meeting. It was a very smooth flight with a beautiful sunset and the first time my girlfriend had been in a small aircraft.” – Aidan Bedwell



Aidan with DPE Lee Jones



**Congratulations
Aidan for passing
your private pilot
Checkride!**



Members Pages

Pete Walters

“My Bushcat arrived today. No apparent shipping issues. Build will begin in 2 weeks when I return from AirVenture 21.” – *Pete Walters*



Elizabeth Thornwall



Elizabeth with DPE Harry Kraemer

“I am happy to report that I passed my commercial pilot checkride on July 22nd! It was probably the hardest checkride I've done so far. The required maneuvers can be difficult, especially in the small, under-powered Cessna 150. It also doesn't help that my airplane flies crooked. Luckily the weather turned out perfect for the flight, with nearly calm winds and clear skies. Thanks to Bravo Flight Training and my flight instructor Jay Chiang for preparing me for this checkride! And thanks to EAA Chapter 36 for the Young Eagles flights and Ray Aviation Scholarship that started all of this!

I also had the chance to get some more IFR experience this month, once with a flight in one of Bravo Flight Training's Cessna 172s and once in my Cessna 150. Both days were marginal VFR conditions with a layer of low clouds. The photos below are from those flights.” – *Elizabeth Thornwall*

