



# The Hagerstown Homebuilder

[chapters.eaa.org/EAA36](http://chapters.eaa.org/EAA36) Hagerstown, MD

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# EAA CHAPTER 36

**April 2024**

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<b>Board of Directors:</b>	<b>Joe Boyle</b>
<b>Jim Marsden</b>	<b>Austin Colby</b>
<b>Elizabeth Thornwall</b>	<b>Dave Anderson</b>

→→→ **Our next general membership meeting will be held April 2nd** →→→

## The President's Corner



Last month, our chapter activities picked up as we leaned forward into 2024.

We had our first guest speaker/feature presentation of the year. A special thanks to Joe Baginski, for highlighting an incredible 50+ years of flying adventures, and the emotional conclusion of that career.

We also had a small group drive down to Dulles International Airport to spend the day visiting the National Air & Space Museum's Udvar-Hazy Center. This was one event where the heavy rains and low cloud cover was okay since our adventure was indoors.

And our annual awards banquet was held as well. Approximately 30 members dined together at a new venue—Hoffman's All-American Grille, enjoyed fellowship with one another, and were presented some well-deserved awards.

Chapter activities are on the rise this month. We begin on Tuesday, April 2<sup>nd</sup> for our monthly chapter gathering when representatives from Hagerstown's new Minor League Baseball team, the Hagerstown Flying Boxcars, are this month's feature presentation. Their season begins on April 25<sup>th</sup> with a road trip against the York (Pa.) Revolution.

On Saturday, April 20<sup>th</sup>, our Young Eagles flights, and chapter fundraiser Pancake Breakfasts kickoff—weather permitting of course. I'm sure our captains of

Concessions (Joe and Cindy) and Young Eagles (Curtis and Kate) could use all the volunteer support available to help at these events.

Canvass your inner circles for possible applicants for this year's Ray Aviation Scholarship scholar. While the deadline to submit application packets is still To Be Determined, anyone with questions about the scholarship program to include requesting application documents should reach out to me. We'll include in the newsletter some Frequently Asked Questions I put together (also sent in a recent email).

We're on the hunt for an 11- or 12-year-old (12-13 years old in 2025) who would be interested in attending EAA's week-long, in-residence Young Eagles Camp at Oshkosh, Wis. in 2025. Our chapter will cover the cost of the camp via the Richard Shoup Memorial Scholarship, and the youth's family would just need to cover the costs associated with getting to and from Oshkosh.

Now that we're officially out of winter, with extended daylight and warmer temperatures, I'm looking forward to the many aviation activities and adventures that await our chapter, its members, and the community.

Until next time ....

Safe skies!

# Chapter 36

## News and Events

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Article on the Gettysburg chapter's Ray Aviation scholars:



**"It Takes a Chapter," Say Gettysburg Barnstormers**

<https://inspire.eaa.org/2024/03/28/it-takes-a-chapter-say-gettysburg-barnstormers/>

<b>Current Fuel Prices</b>		
as of March 18, 2024		
<b>Airport</b>	<b>SS</b>	<b>FS</b>
Hagerstown	\$6.65	\$7.50
Frederick	\$6.75	\$7.50
Martinsburg	\$6.59	\$6.99
Winchester	<b>\$5.79</b>	<b>\$6.19</b>
Cumberland		\$6.70
Carroll County	\$6.79	\$7.19
<a href="http://www.airnav.com">www.airnav.com</a>		



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

<b>April</b>	
 <p><b>Chapter Meeting</b></p>	<p>Monthly chapter meeting on Tuesday, April 2nd, 7:00 p.m. at the Hagerstown Aviation Museum hangar with a presentation by the Hagerstown Flying Boxcars (new Minor League Baseball team).</p>
 <p><b>Young Eagles Event</b></p>	<p>Our next Young Eagles and Chapter Breakfast event will be on Saturday, April 20th. Breakfast from 8:00 a.m. to 11:00 a.m., Young Eagle flights from 9:00 a.m. to 1:00 p.m. Volunteers Needed/Appreciated.</p>

# Annual Chapter Awards Banquet

## Awards

Hale Andrews Award - Ray Franze  
Chapter 36 Award - Curtis Berry  
President's Award - Austin Colby

Door Prize - Jenny Keller

Golden Spatula - Gary Keller  
"Super Server" / Golden Spoon - Nancy Hauber

"Brownie Queen" - Cindy Osbourne  
"Burger King" - Tobias Mottley  
"Looking Professional" - Jodie Popio  
"Early Bird Gets the Worm" - Tobias Mottley  
"Iron Man Award" - Ken Jones

"Poker Run Support Staff"  
Gary Keller  
Jenny Keller  
Gil Motz  
Mark Hissey  
Sandy Hissey  
Pete Walters  
Dave Anderson  
Steve Small  
Wendy (Gettysburg chapter)

Photos from Pete Walters and Ray Franze





## Upcoming EAA Webinars

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

### [The Van's RV](#) | Museum Webinar Series

**Tuesday, April 2, 2024, 7 p.m. CDT with Chris Henry & Dick VanGrunsven**

*The Van's RV series is one of the designs that changed the landscape of homebuilt aircraft. Tonight we will talk about the examples in the EAA Aviation Museum collection, as well as the history of the type.*

### [Ending the War on Jugs](#) | Qualifies for FAA WINGS and AMT Credit

**Wednesday, April 3, 2024, 7 p.m. CDT with Mike Busch**

*Historically, the rule A&Ps were taught about cylinders was simple: If the compression reading was less than 60/80, the cylinder had to come off for repair or replacement, period. This works well for mechanics, who are always happiest when they have clear-cut guidance to follow. But it was bad news for aircraft owners, who have to shell out several thousand dollars each time a jug gets yanked, and occasionally suffer catastrophic engine failure when the cylinder installation isn't done precisely right. In recent years, we've developed far more effective methods of assessing cylinder condition, catching problems early, and remediating them without the need for costly and risky cylinder removal. In this webinar, Mike Busch discusses these modern methods, techniques, and practices.*

### [Fueling VFT - Learning from Mistakes to Prevent a Tragedy](#) | Qualifies for FAA WINGS Credit

**Wednesday, April 17, 7 p.m. CDT with Keith Clark**

*Everyday aircraft are fueled, and what happens during this time is the key to preventing a tragedy. Keith Clark from Phillips 66 Aviation discusses proper communication of aircraft fuel orders and strategies to ensure verification. Keith reviews examples of past mistakes and how to learn from these mistakes to prevent another aircraft misfueling.*

### [Mr. Bearhawk's Wild Ride: A Surprise Encounter With Extreme Turbulence](#) | Qualifies for FAA WINGS Credit

**Thursday, April 18, 7 p.m. CDT with Russ Erb and Karl Major**

*Russ Erb and Karl Major, retired USAF flight test pilots, discuss their encounter with an invisible mountain wave rotor, and their subsequent analysis of what happened. Includes a re-creation video depicting the sequence of events, and details of how the airplane was inspected for damage after the incident and thoughts on how this event could have been mitigated.*

### [Four Ways to Save Fuel, Time, and Money with Better Flight Planning](#) | Qualifies for FAA WINGS Credit

**Wednesday, April 24, 7 p.m. CDT with Andy Matthews**

*Andy Matthews, of iFlightPlanner, discusses four simple ways you can save fuel and fly faster every time you step in the cockpit using iFlightPlanner. EAA members receive special discounts of 20% plus on iFlightPlanner. Andy will review key features and how to use iFlightPlanner to the maximum benefit.*

## Ray Aviation Scholarship Update: Landry Kaufmann

Hello fellow aviators and newsletter readers! This past month has been awesome! I have been loving the weather and as always, pressing towards my goals! I finished my solo requirements early on in the month and since then have been doing ground time and studying.

For two of my flights this month I flew a Cross Country flight to Luray (KLUA) and then back to Martinsburg (KMRB) to finish my cross country flight requirements, and then a two hour flight around the Berkeley Springs area to finish my solo hours! At this point I have completed all of the flight training requirements and all that remains, (to the best of my knowledge), is 3 hours minimum of checkride prep in the aircraft, and lots of ground time.

A few weeks ago my instructor created a chat with me and two of the other students that are at a similar spot in their training as me and we have been meeting together at the airport to study and connect on weekends. I think it has been greatly beneficial and would recommend connecting with fellow students to anyone in training.



“The old and the new”: Joe Baginski with 16,000+ flight hours and Landry Kaufmann with 56.2. Thank you Gary Keller!



**EAA CHAPTER 36**  
**2024 Ray Aviation Scholarship**

**The deadline is: TBD (anticipate mid-June)**

In addition to receiving the application documents by that deadline, we must also be in possession of the required three (3) Letters of Recommendation.

**Application Documents:**

- Application
- Scholarship Disclaimers
- Short-Essay Questions
- Three Letters of Recommendation
- FAA Medical Certificate
- FAA Student Pilot Certificate

**Frequently Asked Questions (not frequently asked, but good to know info)**

**Q: Where can a prospective applicant find the application documents/requirements?**

A: Have them contact me (Ray Franze).

**Q: Who should contact you for application information?**

A: A member who is identifying the individual as a potential scholar, the applicant's family, a prospective candidate (should Cc/include family contact information)

**Q: Where do applicants submit the completed application and Letters of Recommendation?**

A: To the chapter email address. The instructions will be included in a Letter with the application documents.

**Q: Can a 15-year old submit an application if they will be 16 after the application deadline?**

A: Yes. The applicant's birthday however, must be no later than October 31st which is the final day chapters have to nominate a scholar for the '24 scholarship.

**Q: Why must the applicant turn 16 before October 31st?**

A: Per EAA policy, the scholar must successfully pass their FAA checkride within one year of being awarded the scholarship – AND – applicants must be 17 years old to take the checkride.

**Q: What happens if my child does not successfully become a pilot in a year?**

A: EAA has made it known from the start of this scholarship program years ago, that the success of a scholar, or lack thereof, will determine if EAA chapters are awarded future scholarship opportunities.

**Q: Isn't that a significant amount of pressure to put on a kid, perhaps a bit unfair?**

A: Perhaps, but that's the reality of the situation and why our chapter takes the vetting (application) process very seriously.

**Q: Will you review an application and provide feedback to the applicant prior to the deadline so they can improve it?**

A: No. To avoid any perception of partiality, I will not assist with proofreading an application to "improve it." Applicants are expected to forward their best effort when they submit the application the first time. \*\*\* Note \*\*\* Technical questions regarding issues like formatting may be answered.

**Q: I've heard it costs more than \$11,000 to get a pilot certificate, where does the rest of the money come from?**

A: You! It's true, we've never had a scholar pass the checkride with scholarship funds remaining. You must be willing to commit several thousand dollars of your own money to help get the scholar to the finish line. \$4,000 out-of-pocket for something that actually costs \$15,000 is still a really amazing deal for you and your child (made up numbers to make a point).

**Q: What are the requirements again?**

A: See below ....

Requirements:

- 16-19 years old for powered flight when officially approved by EAA
- FAA Medical Certificate (min. Class III) in hand
- FAA Student Pilot Certificate
- Start training w/in 60 days of award
- Solo w/in 3 months of starting flight training
- Pass FAA Knowledge Test w/in 6 months of starting flight training
- Complete training w/in 1 year of award
- Volunteer 2 hours/month with the Chapter
- Oct. 31 is the DEADLINE to nominate a scholar to EAA

Ideal Characteristics:

- Active with Chapter
- Already a Young Eagle
- Family are Chapter Members
- Already has some flight training under his/her belt
- FAA Knowledge Test completed
- Active and excels elsewhere (Sports, Academics, Scouts, etc.)

**Q: What if my scholar does not solo within three months of beginning training?**

A: EAA disburses the scholarship funds in increments. Successful completion of certain milestones (solo flight included) unlocks additional scholarship funds. Therefore, any flight training invoices at that point would have to be covered by the scholar/family. It's also possible the scholar is disqualified from additional funds through the scholarship program.

**Q: What medical issues would disqualify my child from becoming a pilot?**

A: We'll defer to the professionals on this one. Consult a nearby Aviation Medical Examiner (AME), AOPA, the FAA, and other reputable sources for that information.

**Q: What if my child isn't interested in flying for the airlines?**

A: EAA is a champion of recreational aviation and growing the aviation community. When your child becomes a private pilot, the goal is achieved.

**Q: Does EAA Chapter 36 offer any support other than financial for the scholar?**

A: The scholar gains a community of supporters full of encouragement along the way. Many commit time to mentor the scholar and quiz them in preparation for various milestones along the scholar's journey.

Again, any questions and requests for application documents can be sent to Ray Franze—the chapter's Ray Aviation Scholarship Coordinator.

## **25 Years Ago Today – April 6, 1999**

### **Thanks to Jay Kanagy**

The regular monthly meeting of the Hagerstown Chapter 36, EAA, Inc. was held in the Meeting Room at Hagerstown Aircraft Services (formerly Alphins), located near the Washington County Regional Airport on Tuesday, April 6, 1999. The meeting was called to order by President Ric O'Donnell at 7:35, with eighteen members and guests present. Dean Truax moved to accept the February and March Minutes, seconded by Dick Carbaugh, Sr., and the motion carried.

#### **COMMITTEE PROJECTS:**

Mini-Max project – Walter reported that the Mini-Max is turning yellow. The fellows are doing a heck of a good job. 'The airplane is going good. They are working on the Monti upstairs. It is going good, too. It is ready to dimple. Both projects are moving along"

Jim is getting the papers for the Mini 500. The Mini 500 recently held a convention. It was estimated to cost \$12,000 to fix it – including parts and labor. A Mr. Baughman is interested in looking at it.

The Fly-In and Open House at Hagerstown Aircraft Services. Have to change the date from June. It was the same week-end as the AOPA Fly-in at Frederick. Don Myers moved to change the date from June 5- 6 to July 10-11, seconded by Dean Truax and the motion carried. Don said he will hold Young Eagles flights at the same date. There will be a display of new aircraft, also. our chapter will do the cooking and parking of airplanes. New date – July 10 and 11. Everything else is shaping up – Hours 8:00 A.M. to 4.00 P.M.

#### **OLD BUSINESS:**

Ric remarked it was a good banquet and friendly people.

#### **NEW BUSINESS:**

The Air Force wants the Goose for display at the Dayton Air museum. It was built between '52 and '58. It is not ours to give away or in exchange for something else as per our agreement with Mr. Smith. Young Eagles day at Frederick on June 12. Their Chapter needs help in flying them. If anyone can help fly Young Eagles, let Don Myers know.

Joe Boyle – There will be a Boy Scouts Spring Ampere here at the Airport, April 31. May 1, and May 2. Will bus them here in groups. It will last all day Saturday and Sunday. EAA Aviation Merit Badge classes on April 14 and 21. Planes are lined up to fly the Merit Badge students on May 1.

Ric asked how can we get young people interested in the EAA. Discussed Junior Memberships. Our family memberships include children up to age 16. The Flying Club helped keep members here. Possibly need more activities. "Flying isn't as much fun as it used to be – too much paper work involved today."

Discussed the pros and cons why the Chapter isn't growing. People too busy, flying is expensive, teenagers don't have a way to get here, unfriendly airport, and people don't know about it were some of the reasons given.

Joe was approached about an Explorer Post, but Eagle Air already has an Explorer Post and wants to keep it, was discussed the possibility of sponsoring a post of Eagle Air discontinues theirs or the possibility of working with them.

Dave Berger moved to adjourn at 8:45, seconded by Gary Hartle and the motion carried.

Submitted by June Green.

## Members' Pages

### Landry & Layne Kaufmann

Landry's brother Layne has taken an interest in building RC planes.



### Ray Franze

Pictures from the field trip to the National Air & Space Museum's Udvar-Hazy Center at Dulles International Airport, on Saturday, March 9th.





... and a random blimp Ray found parked at FDK this past weekend.