



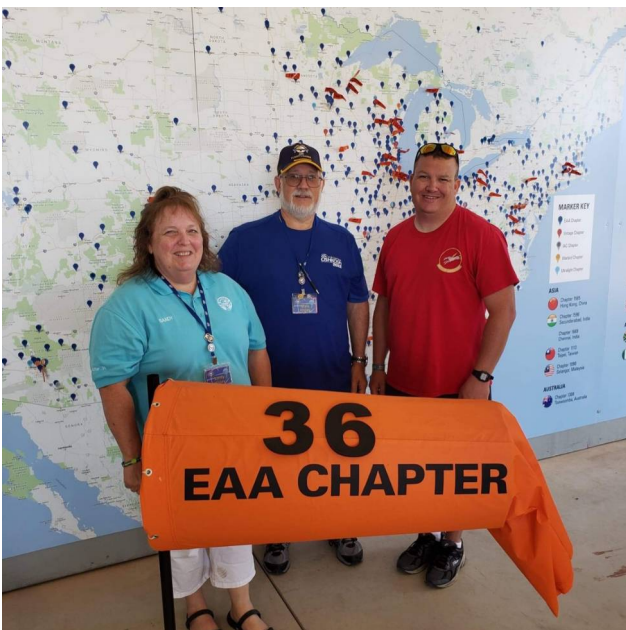
# The Hagerstown Homebuilder

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

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# EAA CHAPTER 36

**August 2022**

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<b>Elizabeth Thornwall</b>	<b>Dave Anderson</b>

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

## The President's Corner



I blinked, and then it was August.

Allow me to go back to late June for a moment. Andrew Russell, our 2021 Ray Aviation Scholar, passed his checkride at the end of June. This is certainly a big achievement for Andrew. He since received from EAA (via me), the gifts bestowed upon a scholar after passing the checkride; and those who attended Build Night after our last monthly gathering were blessed with a celebratory cake courtesy of his parents. Andrew's success was also a big win for the chapter. All three of our Ray Aviation Scholars were successful in their quest to become a private pilot—hopefully solidifying the chapter's ability to continue receiving scholarship funds from EAA and the James Ray Foundation. Additionally, Andrew's success was a big team win for the chapter as numerous chapter members stepped up to work with him to prepare for the FAA Knowledge Test and the oral portion of the checkride. A heartfelt "Thank You!" for your selfless time and efforts to help Andrew reach the finish line.

Since we're already on the topic of scholars, checkrides and aviation accomplishments, our first Ray Aviation scholar, Elizabeth Thornwall, passed her initial CFI checkride in mid-July. Elizabeth continues to raise the bar for our chapter's future scholars; and I'm not sure if we could be any prouder of her accomplishments. Congratulations Elizabeth!

Keeping with the same theme for a moment, the deadline for 2022 applications expired near the beginning of the month.

The members of the scholarship committee received the application packages for review, and now that AirVenture at Oshkosh is behind us, the committee will soon meet to discuss the applications and select an applicant to award the funds to. This is one of the more difficult tasks we have—receiving multiple applications from worthy candidates and having to select one over the others. And a task that may become more difficult in the coming years with more interest and applications coming in.

I want to express a sincere "Thank you!" to Austin and Ryan Thomas for the audio/visual capabilities at July's monthly chapter gathering. I heard positive responses about the feed from some of those who joined us remotely. This arena is certainly not my area of expertise; so I truly appreciate their efforts to help more members tune in.

Our YE RC Build & Fly kids made it out to the Pegasus RC Club's flying field. The kids' RC aircraft still has some kinks to work out (trim, buddy box), but they were able to see it put through the paces a little bit while also helping to fly another Pegasus member's RC aircraft he had out at the field. I believe the plan is to try and resolve the issues and try to get the kids flying their RC plane utilizing the buddy box some time in August.

Before I forget, I want to mention a seminar that is available for those who may be interested. On Tuesday, August 23<sup>rd</sup>, at 6:30 pm at Bravo Flight Training's hangar at the Eastern WV Regional Airport (MRB) in Martinsburg, WV, there will be a "Meet the Controllers" seminar. The tower staff at Martinsburg will review operations and expectations operating in controlled airspace at a Class D airport and operations unique to Martinsburg. Visit the FAA Safety Team's website ([faasafety.gov](http://faasafety.gov)) to register. WINGS credit is available for attendees. And stay tuned for aviation safety seminars coming to an airport near you!

Oh yea, about a dozen of us ended up in Wisconsin at the end of the month; but there isn't enough space here to cover that adventure, so until next time ....

Safe skies!

# Chapter 36

## News and Events



<b>Current Fuel Prices</b>		
as of July 27, 2021		
<b>Airport</b>	<b>SS</b>	<b>FS</b>
Hagerstown	\$7.05	\$7.80
Frederick	\$7.05	\$7.80
Martinsburg	\$6.79	\$7.35
Winchester	\$6.59	\$6.99
Cumberland		<b>\$6.55</b>
Carroll County	<b>\$7.20</b>	\$7.70

[www.airnav.com](http://www.airnav.com)

If you missed the August chapter meeting, or want to see other examples of the artwork of our guest speaker, visit his website, [larryselman.com](http://larryselman.com). Larry's talents are wide ranging, and prints of some of his work are available.

– Pete Walters



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

### August



**Young Eagles**

Our next Young Eagles and Chapter Breakfast event will be on Saturday, August 20th at the Hagerstown Aviation Museum. Young Eagle flights are from 9:00 a.m. to 1:00 p.m.



**Fourth Saturday Flyout**

Flyout to Katie's at the Airport, Cambridge-Dorchester Regional Airport (CGE) on Saturday, August 27th. ETD: 8:00 a.m.

## Aviation News:

### **Former EAA President Tom Poberezny Dies**

<https://www.flyingmag.com/former-eaa-president-tom-poberezny-dies/>

### **West Virginia's Greatest Air Show announced for 2023**

[https://www.journal-news.net/journal-news/west-virginias-greatest-air-show-announced-for-2023/article\\_dfea33f3-924c-5106-a445-5ee2d8234199.html](https://www.journal-news.net/journal-news/west-virginias-greatest-air-show-announced-for-2023/article_dfea33f3-924c-5106-a445-5ee2d8234199.html)

### **Douglas DC-3 Flies Again After 13-Year Hiatus**

<https://www.flyingmag.com/douglas-dc-3-flies-again-after-13-year-hiatus/>

### **EAA AirVenture Oshkosh 2022: Facts and Figures**

<https://www.eaa.org/airventure/eaa-airventure-news-and-multimedia/eaa-airventure-news/eaa-airventure-oshkosh/2022-airventure-stats>

### **Blue Angels Name First Female Fighter Jet Demonstration Pilot**

<https://www.flyingmag.com/blue-angels-name-first-female-fighter-jet-demonstration-pilot/>

### **First Impressions of Van's RV-15**

<https://www.aopa.org/news-and-media/all-news/2022/july/25/vans-rv-15-first-look>

### **Oshkosh Marks USAF Anniversary with C-17**

<https://www.flyingmag.com/oshkosh-marks-usaf-anniversary-with-c-17/>

### **'You make freedom': Vietnam veterans share experiences during EAA AirVenture's Yellow Ribbon Honor Flight**

<https://www.thenorthwestern.com/story/news/2022/08/02/eaa-airventure-old-glory-honor-flight-and-american-airlines-host-yellow-ribbon-honor-flight-honor-vi/10147473002/>

### **Ditching a C-150**

<https://www.flyingmag.com/ditching-a-c-150/>

### **Wing Camera Catches Complex Highway Landing**

<https://www.avweb.com/aviation-news/wing-camera-catches-complex-highway-landing/>

### **Make Friends With the E6B**

<https://www.flyingmag.com/make-friends-with-the-e6b/>

### **Hazardous Attitudes**

Accident Case Study

<https://www.aopa.org/news-and-media/all-news/2022/july/11/hazardous-attitudes>

### **Co-Pilot's Departure of Aircraft in Mid-Flight Baffles Authorities**

<https://www.flyingmag.com/co-pilots-departure-of-aircraft-in-mid-flight-baffles-authorities/>

### **Helicopters give thousands an aerial view of AirVenture**

<https://generalaviationnews.com/2022/08/01/helicopters-give-thousands-an-aerial-view-of-airventure/>

### **The Tail Section Arrived—and Things Got Real**

<https://www.flyingmag.com/the-tail-section-arrived-and-things-got-real/>

### **Deal With Distractions**

<https://www.avweb.com/flight-safety/risk-management/deal-with-distractions/>

### **Sailplane That Soared Higher Than the U-2 Flies at Oshkosh**

<https://www.flyingmag.com/sailplane-that-soared-higher-than-the-u-2-flies-at-oshkosh/>

### **Training and Safety Tip: Ready to Copy**

Develop, use your shorthand

<https://www.aopa.org/news-and-media/all-news/2022/july/05/training-and-safety-tip-ready-to-copy>

### **Remembering Lt. Col. Alexander Jefferson's Lofty Dream**

<https://www.flyingmag.com/remembering-lt-col-alexander-jeffersons-lofty-dream/>

### **BlackFly Maneuvers Over Oshkosh**

<https://www.aopa.org/news-and-media/all-news/2022/july/29/blackfly-maneuvers-over-oshkosh>

## Upcoming EAA Webinars

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

Date	Time	Title	Presenter(s)
8/9/22	7 p.m. CDT	<a href="#">The Culver PQ-14 Museum Webinar Series.</a>	Chris Henry and Ben Page <i>Chris Henry and Ben Page from the EAA Aviation Museum explore the history of the Culver PQ-14. This sporty little red airplane actually has an interesting history in the world of test flight. Join us as we uncover some of the exciting adventures of the PQ-14 in the test flight world.</i>
8/10/22	7 p.m. CDT	<a href="#">Handling In-Flight Emergencies in Small Airplanes Qualifies for FAA WINGS credit.</a>	Rod Machado <i>If you've ever wondered whether or not you could handle some of the more uncommon and rare in-flight emergencies a pilot might experience, then this is the program for you. Rod Machado provides practical strategies for dealing with those uncommon but still serious in-flight emergencies that can affect all pilots.</i>
8/17/22	7 p.m. CDT	<a href="#">Traffic Patterns at Non-Towered Airports Qualifies for FAA WINGS credit.</a>	Steve Krog <i>EAA Sport Aviation "The Classic Instructor" columnist Steve Krog presents information to explain traffic pattern procedures at non-towered airports. Steve discusses procedures and techniques to help navigate the traffic pattern safely and efficiently.</i>
8/31/22	7 p.m. CDT	<a href="#">IFR Routing Tricks for Efficiency and Workload Reduction Qualifies for FAA WINGS credit.</a>	Thomas P. Turner <i>In our GPS Direct world there are still some tips and tricks that make IFR flight more efficient with much lower workload. From his own experience (some of it learned the hard way), Thomas P. Turner provides ideas for planning and executing IFR flights using non-towered airports, into and out of high-density airspace using SIDs and STARs, when it's a good idea to pick up a clearance in the air and when it's not, and special techniques for making short-distance flights in instrument meteorological conditions.</i>
9/6/22	7 p.m. CDT	<a href="#">Homebuilt Aircraft Judging 101 Homebuilding Webinar Series</a>	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	<a href="#">What Price Speed? Qualifies for FAA WINGS and AMT credit.</a>	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>

## RC Build & Fly

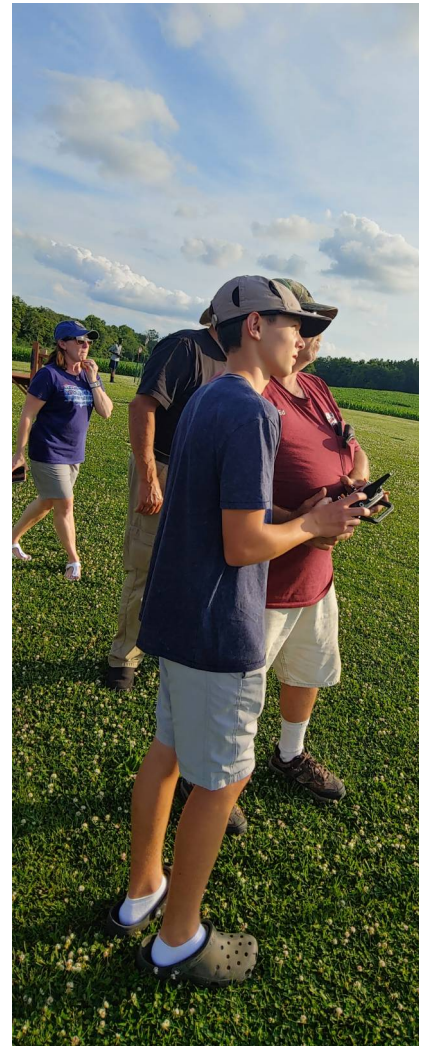
July 7th proved to be our lucky weather day for our RC Young Eagles, Michael Doncheski, Logan Bohrer, and Raymond Franze. We began by having the builders sign their work.

Ed, our flight instructor, wasn't able to pair his controller with ours, so we implemented Plan B. Ed brought his slightly larger gas powered version of our trainer, so the evening began by flying that. By standing close, and both people putting their thumbs on top of each other, the students could get a feel for how much control input was required.

We then switched to our own bird and did the same thing. Jim Hauber added some down thrust to the motor to tweak the trim a little more.

Sunset brought an end, but we'll hopefully be flying again soon.

– Pete Walters



# Ray Aviation Scholarship Update: Andrew Russell



## Check Ride!

On Tuesday June 28, I took my check ride, at Martin State Airport (MTN) and PASSED! I am officially a Certified Private Pilot! The last three weeks have been intensive studying and flight practicing. I couldn't have done this without the guys from EAA drilling me on the oral part of the test on Monday nights, especial shout outs to Elizabeth, Paul, Ray, Tobias, and Austin, for all your patience.

This month was not only busy with studying but also my high school graduation, graduation party weekend with family and friends. My 18th birthday was in the middle of the week with my parents getting me a new iPad to use in flight planning. Also of course, items for my dorm room.

I will be working two jobs this summer at Olive Garden and Brooks Brothers. I was able to take my mom and Sister up for a ride. I was a little nervous, but the takeoff went very smoothly, my mom was so busy taking pictures that she didn't realize we left the ground. We flew around the airport and landed, and I did it again since there wasn't enough time to take my dad up for a flight, we just did another loop around the airport and landed again. We did spot two deer on the runway which I reported back to the tower before they closed. Hopefully I will get a little flight in before I start school.

I am enjoying my week at Oshkosh! Even though the second night I was there we had a downpour; everything I had got wet but luckily the next day the sun was able to dry it all out. After Oshkosh I will be joining my family for our traditional vacation to the Franklin Automobile Trek in Syracuse NY. I will be flying out of Milwaukee (MKE) to Syracuse (SYR).

And lastly my final decision is to attend The University of North Dakota in Grand Forks, ND. They run Piper Archer and Piper Seminole. They have a CRJ200 Simulator and will be getting an Allsim in December. My dad and sister will be driving me out the end of August. I will be finding out my classes on July 12. Also the school's policy is to have no flight training the first semester that I am attending. Since the school is so far away, I won't be home for Thanksgiving

break but will be home for Christmas.



Thanks again for all your help and support through the process of getting my Private Pilot's License Certification!



# Airventure Oshkosh 2022

By Ray Franze

In 2019, Austin and I flew up in his -182 to spend the day at Oshkosh. Yep, you read that correctly—“to spend *the day*.” After staying the night in Gary, Ind. we flew into Fond du Lac where we knew we could depart later in the evening to head back to Hagerstown. Sure, it’s a disservice to one’s self to only spend eight hours at AirVenture. I tell people that trip epitomizes the concept that, “*it’s the journey, not the destination, that matters.*” We attended AirVenture for the first time, we flew the Chicago shoreline both during the day and at night, caught an impressive air show, attended a seminar on Engine TBO appropriate to our flying club’s situation, and the novelty of returning to HGR 33 hours after we departed.

Spending the entire week at OSH while camping with the plane was a long-time coming. And it was worth the wait. Jim Hauber joined me and we departed Thursday with layovers in Rochester, Ind. (to break up the trip) and Juneau, Wis.—staging airport for the “Cessnas 2 Oshkosh” (C2O) mass arrival. On Saturday, July 23<sup>rd</sup>, we departed as the lead aircraft (“Charlie One”) in a three-ship element within the 102-aircraft C2O formation flight. Curtis and Kate were the lead aircraft for the “Echo-Echo” element back where the cool kids fly Cessna Cardinals. The chance of storms during the time of our arrival were forecasted to show up later in the early evening hours, and the forecasted tailwind ended up being a benign crosswind from the east. My goals for the mass arrival were: 1) safe flight, 2) safe landing, 3) don’t be “that guy” who complicates the arrival and possibly compromises safety for the other members of the group. I am happy to report that all three goals were met, if not exceeded. Formation flying is work, it’s serious business that requires all participants to be on their game from start to finish—and to a degree it takes the fun out of flying. But accomplishing new challenges are very rewarding, it’s good to add a new skillset to the tool bag, and it was simply a great experience.



So, I mentioned storms that were initially forecasted to arrive around the same time as the mass arrival. Those storms stayed west of OSH allowing plenty of time for the group to fly in, tie down the airplanes, and set up our tents. But when the convective activity arrived, it left its mark. Recorded winds reached 50 kts while the rain poured down. Our tent survived, but the rainfly was pulled off the tent—at which point the screen roof of the tent did a very poor job of keeping the water out. Curtis helped Jim and I bail the significant amount of water out of our tent. Concerned about the integrity of the rainfly after putting it back, Jim and I spent the evening sleeping—or trying to sleep—in the airplane. I probably don’t need to tell you the front two seats of a 57-year old Cessna 172 are not comfortable for overnight sleeping. Hearing from others around the C2O base camp, it sounded as though a third (or more) ended up sleeping in their plane that first night. Sunday morning was spent bailing out more water and drying out the floor of our tent. After breakfast, it was off to the laundromat to dry our wet clothes. When you speak to the veterans of Oshkosh, strong storms at least once during the week of AirVenture seems to be a ritual—and

enduring the storms and its aftermath another rite of passage. Over and over the veterans would tell us, “Welcome to Oshkosh!”

The tide turned Sunday afternoon. By that point we had a dry tent, dry clothes, the sun was shining and the breeze was blowing to help dry our cots, sleeping bags and other items. We checked in to register our aircraft/campsite and get our wristbands for admission to the show grounds. It was finally time to explore and enjoy!



We came across the Air North “Yukon Sourdough” DC-3 shortly after it landed—you know, the green and yellow DC-3 from Hagerstown. We hopped on the bus and trams to get a feel for the transportation structure. We made our way down the never-ending Camp Scholler to see Dave and Rayanna’s camp site where several members had tents and RVs along with members of the Gettysburg chapter. Then we hoofed it back to the C2O base camp in time for the catered dinner, group photo and post-flight debrief.

The next struggle began Monday morning when AirVenture officially kicked off. The struggle of wanting to be in five places at the same time because of the numerous interesting forums and workshops that happened during the same time slots. Deciding what I would miss was not an easy task. And that first day I was foolish enough to try and make everything. When one seminar ended and the next one I wanted to attend started in 15 minutes despite being a 20 minute walk away—I’d walk it in 7-10 minutes. While I enjoyed, and found great value, in the forums I attended, the non-stop, back-and-forth, constantly on-the-go sucked some of the joy out of being at AirVenture. I finally told myself to accept that it was impossible to see it all and do it all, so make it a point to miss some things to slow down, relax, sightsee, and enjoy being in the moment.

Wednesday was a perfect apex of the week. Beyond the forums, workshops, aircraft displays, shopping, free swag, and meet-and-greets, Dave coordinated dinner at their campsite for our chapter members. About a dozen of Chapter 36 members gathered for bratwurst, hot dogs, chicken Caesar salad, macaroni salad, chips, cookies, other stuff I’m sure I’m forgetting and drinks. It was a great time to unwind, relax, eat a great meal and enjoy the camaraderie. Dessert was the night air show. Despite one pesky rain cloud that passed over the center of OSH, the night air show was an awe-inspiring, magical cap to a great day.



Thursday was a great day as I attended two presentations about the Artemis program—NASA’s program to return to the moon. The first forum included Doug Hurley, the astronaut who commanded the SpaceX Crew Demo mission to the ISS. In the evening we ventured over to the Ultralight Field to watch the STOL competition, powered parachute flights, and RC flying which was impressive with the music and lights as night fell.

The final exclamation point on the week was watching “Top Gun: Maverick” at the Fly-In Theater with thousands of our closest friends—and the surprise military jet fly-over shortly before the start of the movie.

After the initial storm after our arrival at Oshkosh, the weather was phenomenal. The high temperatures ranged between 77-81 degrees, low humidity, and we didn’t need the bug spray. Aside from flying the Chicago

shoreline surrounded by up to a dozen other aircraft, the flight home was uneventful. Everyone from the chapter made it back safely which is a huge win. Tina Richardson and the girls stopped in Dayton, Ohio to visit the National Museum of the US Air Force, but they shelved that idea for later—opting to enjoy the Dayton Air Show and the Navy’s Blue Angels. All-around it was a week to remember and I think we all look forward to doing it again in the coming years. AirVenture, Oshkosh—whatever we want to call it—did not disappoint!

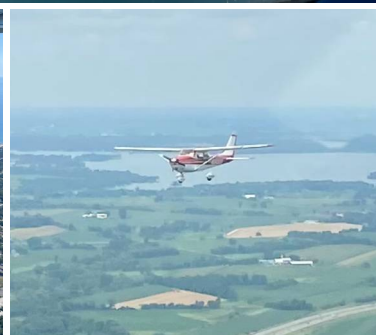
Forums attended:

- 10 Things You Should Know as a CFI
- Annual Inspections: The Good, Bad and Ugly
- Making Ground School as Fun as Flying
- Top 5 IFR Mistakes Pilots and Instructors Make
- Conducting Effective Debriefs
- How to Run a Flying Club
- Age & Aviation Insurance
- Flying to the Bahamas
- Approaches that kill IFR
- EAA AeroEducate Program
- Swift Unleaded Avgas
- Teaching Preflight from a Mechanic’s Perspective
- Beyond the ACS—Providing Flight Review Value
- IFR—The First 30 Minutes
- Artemis I – Countdown to Launch
- Artemis – NASA’s Return to the Moon
- So You Want to Start a Flight School



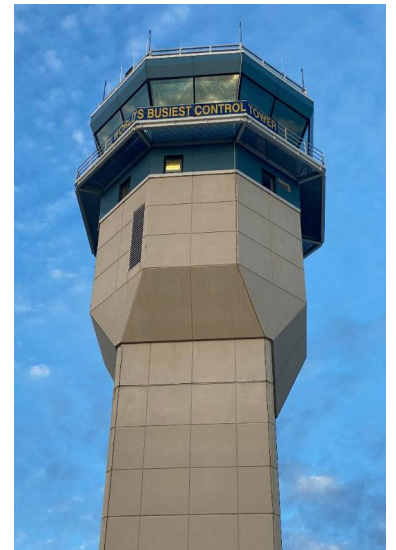
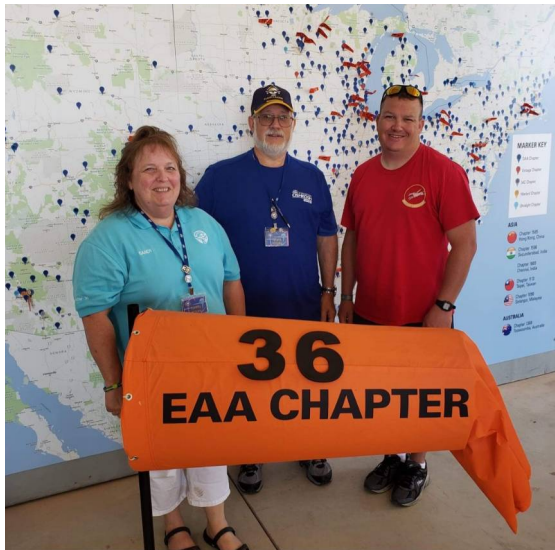
By the Numbers (from EAA):

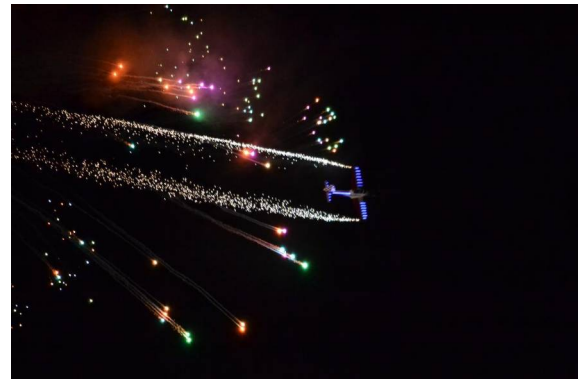
Attendees: 650,000  
 Aircraft: 10,000  
 Volunteers: 5,000  
 Forums/Workshops: 1,400  
 Exhibitors: 803

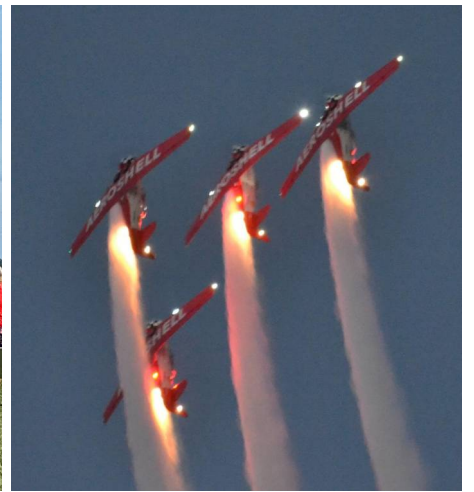


# Airventure Photos

By Ray Franze, Jeff Hutchison, Tony Vallillo, and Mark Hissey







# Members Pages

## Elizabeth Thornwall



I passed my CFI checkride on 7/14/2022. Thanks to Bravo Flight Training, CFI Frank Watson, and DPE Harry Kraemer, as well as everyone at EAA Chapter 36! I would not be here now if not for the Young Eagles flights and Ray Aviation Scholarship.

The checkride was split into two days, with the ground portion (which was close to 7 hours long) on the first day and the flight portion on the second day. The ground portion covered everything from regulations, aerodynamics, and risk management to the fundamentals of instructing, logbook endorsements, and how to teach various maneuvers. The flight was only an hour and a half long and covered takeoffs, landings, and maneuvers such as steep turns, lazy eights, S turns, slow flight, stalls, and simulated instrument flight. All maneuvers are flown to commercial pilot standards, but from the right seat and with me pretending to teach the examiner. Luckily we had good weather for the flight portion, with calm winds and only some light turbulence.

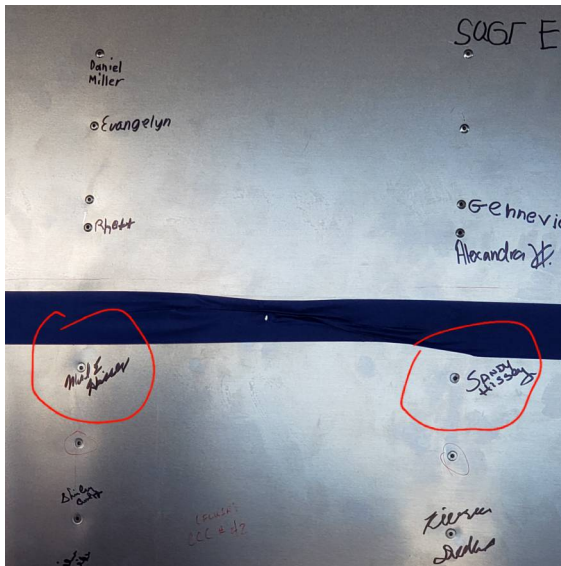
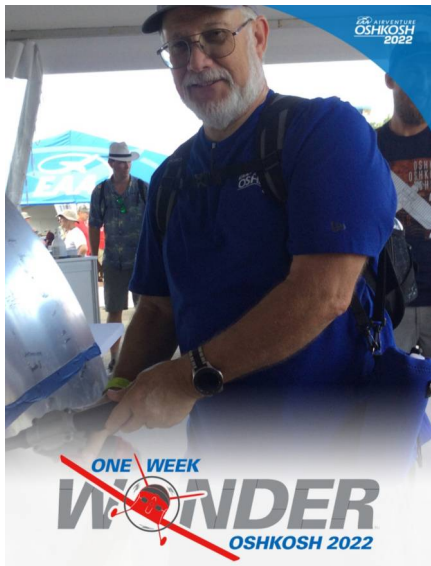
I'm not working as a flight instructor right now since I want to focus on college and continue my flight training. I'm planning to work on CFII (instrument flight instructor) and ground instructor certificates next. I've already passed the CFII knowledge test and have started ground and flight training. My checkride is scheduled for October.

## Mark & Sandy Hissey

At the group photo in Boeing Square, Shawn Tucker was there & I got him to sign my 700th YE cap.



Sandy & I at the 1 week wonder build. We both put a rivet into a wing structure.



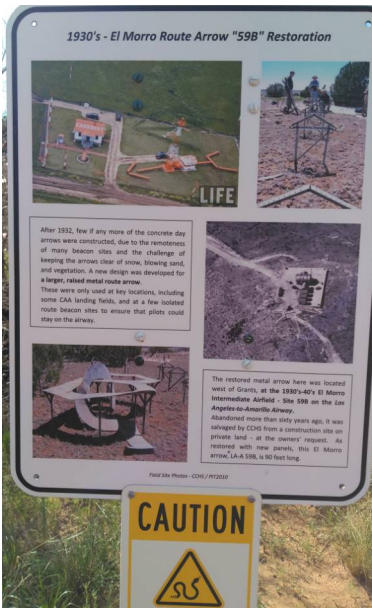
**Congratulations to Mark on winning a Lightspeed Sierra Headset at Oshkosh!**

“Looks like I won after we had left for home. They will mail it to me this week.”



# Tobias Mottley

My wife and I drove across the country to help my cousin move to Arizona. During one of our stops for the night I ventured out to the local airport (Grants-Milan Municipal, KGNT) and stumbled on some good ole aviation history.



For more information on the 59B El Morro route arrow:  
<http://www.atchistory.org/restored-la-a-59b-el-morro-new-mexico-metal-arrow/>

