



The Hagerstown Homebuilder

chapters.eaa.org/EAA36 Hagerstown, MD

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April

2021

Aircraft of the Month



Cessna 172F Skyhawk, Chapter 36 Flying Club

EAA CHAPTER 36

April 2021

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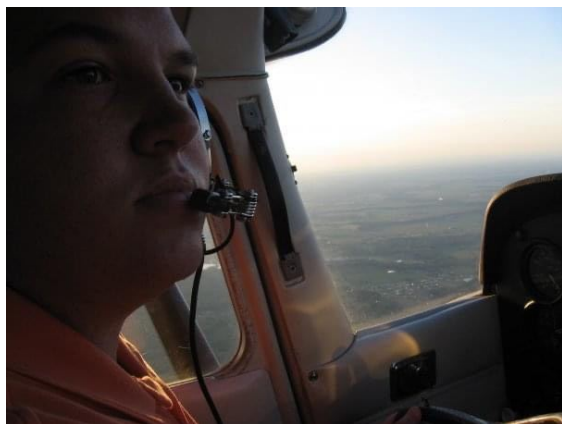
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→→→ Our next general membership meeting will be held April 6th →→→

The President's Corner



Spring is officially in the air; and the early warmth in March was a welcomed treat. I hope many of you have been able to get out and take to the skies, or otherwise enjoyed other outdoor activities to take advantage of the weather.

A trend is developing with the Biden administration—Camp David is likely going to be utilized far more often than the previous four years. I believe the expanded Restricted Area around Camp David and possibly the Prohibited Area saw a few pilots violate the airspace this past weekend. Sure, the easiest way to avoid violating the airspace would simply be to not fly when “P-40 is expanded/hot,” but there’s no need to have that interfere with your flying. It’s perfectly legal and practical to go fly, just be aware of the actual airspace restrictions/requirements, check NOTAMS, get an official preflight briefing and maintain situational awareness in the air. If you like, I am willing to review the airspace requirements to help you understand the where, when and how of flying in the vicinity of P-40 and R-4009.

Our Young Eagles RC Build and Fly program is underway. For a little more than a month a core group of kids have been meeting each Thursday night to help construct an eKadet LT-40. The project is moving along quite well. A big Thanks! goes out to Pete Walters, Jim Marsden and Aidan Bedwell for working with the kids on building the wings and fuselage as well as using the simulator to learn how to fly a remote-controlled aircraft.

We will once again assemble at the Hagerstown Aviation Museum for our monthly chapter gathering. A couple of exciting programs await attendees. In

April, our guest speaker is a former U.S. Army Lakota and Blackhawk pilot who designed and built a rotary-wing simulator for Georgia Tech; and he has very close ties to our chapter. In May, attendees will be treated to a presentation by the Hagerstown Aviation Museum staff. Come join us at 7:30 pm on the first Tuesday of the month.

EAA selected us for the third consecutive year to receive and award the Ray Aviation Scholarship—a flight training scholarship worth up to \$10,000. I am hoping to have all potential candidates identified in the coming days. This helps us give the candidates a couple of weeks to complete and submit the application, a couple of weeks for the scholarship committee to discuss and select a recipient, and get the official blessing by EAA in early May so the winner can begin training and have the entire summer to work at it. At least one application packet has gone out to a candidate at this point. I haven’t heard any feedback from the membership, but if you feel the process should be delayed a bit please reach out—that simply means the winner may have to wait until early June to begin training.

If we don’t already, we should also have a list from PIA soon of candidates to receive our inaugural Walter Green Memorial Scholarship. It’s great to see the chapter bringing this goal to fruition as we expand our reach and support to young adults across the aviation spectrum. A special Thanks! goes out to chapter members who generated this idea, have contributed financially, and help see the process through.

We have finalized our dates for upcoming Young Eagles events. Now we’re just working out the procedures we plan to implement while COVID continues to be a factor that influences how we conduct business for the time being. Your input is greatly needed and truly appreciated.

Lastly, our heartfelt condolences go out to Gil Motz and his family. Gil’s wife of over 40 years, Shirley, recently passed away. Please keep Gil and his family in your thoughts and prayers.

Safe skies

Member Spotlight: Joe Boyle

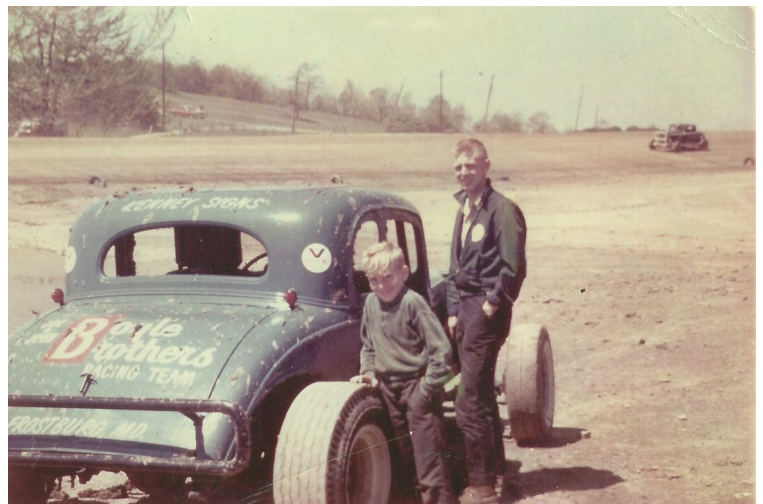
Third of seven children, oldest boy, born at Miner's Hospital in Frostburg, MD in 1944. Attended St. Michael's elementary school in Frostburg through eighth grade. Attended LaSalle Catholic Boy's High School in Cumberland, MD on an academic scholarship. Graduated with honors in 1962. Attended Frostburg State University on a Senatorial scholarship for two years majoring in Mechanical Engineering.

Worked at a variety of jobs until being hired by AT&T in April of 1968. My younger brother John and I built and raced street race cars from our early teens to our early 20's. I had a '46 Ford coupe with a 425 cu. inch Buick engine that we souped up. It was very fast.

In 1965 a group of local racers built a 1/3 mile oval dirt track several miles west of Frostburg and my brothers and I built a '34 Chevy coupe to race in the Hobby division. "The Boyle Brothers Racing Team" was off and running.



My '46 Ford with the big Buick engine



Our first dirt car, the '34 Chevy (Me and my youngest brother Willy)



Our first Sportsman car, a modified '34 Ford (Me and my younger brother John)



The Sportsman car rebuilt into our first Super Sportsman

We built and raced in bigger and faster divisions until we culminated with a “Super Sportsman” car that we raced on the Central PA circuit. My brother John was killed in an auto accident in August of 1975 and I lost interest in racing without him and sold out at the end of the 1975 season. That ended the “Boyle Brothers Racing Team”.



The second Super Sportsman car, another 34 Ford

The third and last Super Sportsman car

I married Janet Foy from Somerset County, PA. in 1968 and we moved to LaPlata, MD to work for AT&T. In 1970 I was transferred to Ft. Ritchie, MD and we moved to Highfield, MD. Our daughter Christine came along in 1970 and Joanne in 1975. We worked at being parents and I started B&T Builders with my partner Bob Tobin. Needless to say, B&T Builders became the tail wagging the dog. We built our new house and moved into it in 1977 after rehabbing another house from 1974 to 1976.

In 1978 we were invited to a fly-in at Potomac Airpark near Hancock, MD and Janet bought me a ride in a Great Lakes open cockpit biplane as a tenth wedding anniversary present. My flying career was born. I saw an ad for plans for a Sonerai 2L homebuilt and I decided to learn to build and fly. I joined EAA Chapter 36 in 1978 and bought a 1973 Cessna 150L that was totaled with an engine fire to rebuild. After slogging along on the rebuild for a couple of years and not being able to put the time required into it, I joined the Chapter 36 Flying Club in 1982 to expedite learning to fly. I soloed on May 30th, 1983 in N8709G with 18.5 hours in my logbook. (Relieved, Nervous, Ecstatic. Better than winning my first dirt feature race.) (Long CC was from Hagerstown - Harrisonburg, VA - Morgantown, WV – Cumberland, MD and back to Hagerstown.) Took my PPSEL checkride on June 30th, 1984 with 84.6 hours in my logbook and passed. (Happy, Relieved, Proud)



N8709G - the Cessna 150 that taught me to fly and the Lady who allowed and supported it, Janet

N19278 - the Cessna 150 that Janet and I completely rebuilt

I finally finished the complete rebuild of the 150L and flew it for the first time on October 23, 1987. I sold it in February of 1989 and started shopping for a Piper PA20 Pacer that would hold the whole Boyle clan.

At my next medical, I was suspended for unapproved blood pressure meds and the two year fight was on. Thank God for AOPA and their attorneys. I was re-instated in 1991 and began the PA20 search again. I was given a lead on a Pacer in February of 1991 at a little field in PA called "Farmers Pride".

My friend Warren Jefferies and I drove up there and were disappointed to have struck out on the Pacer but were shown a little red fabric covered taildragger called a "Daphne SD-1A". It was love at first sight. Warren and I bought it together and, after several weekend trips back to "Farmers Pride" for work sessions, declared it airworthy, made a couple trips around the patch and I flew it home. Neither of us had ever flown a taildragger before. We and Daphne escaped unscathed but now we both needed ten hours of dual to get insurance. No flight instructor at Hagerstown wanted anything to do with Daphne. We finally conned a friend and co-worker of Warren's who was an instructor to fly with us but he didn't have any tailwheel time either. He told us that he would sit in the right seat, cover his eyes and we had to promise not to kill him. He, Warren, Daphne and I survived the experience intact but with a lot of excitement and lots of bounced landings. She's a tough little bird.



Miss Daphne

Sadly, Warren developed some medical problems that ended his flying but the romance between Miss Daphne and I has endured for 32 years with more to come I pray. Over the years I have owned three Cessna 150's and flown a variety of aircraft but the queen of my heart is still Miss Daphne.

Warren and I started another project back in the mid 80's that was originally his idea. It was a little plans built composite single seater called a JN-1. He bought the plans at a fly-in at Smoketown and started building. He and I got the fuselage well under way then he got sick. It went on the back burner, then into storage. In 1999, when I retired from AT&T, I decided to get it down from my hangar ceiling and go back to work on it. A member of Chapter 36 who has since passed away, Dave Toms, was my faithful assistant and partner in crime. We first flew it on April 7, 2010. It had a Cuyuna 430 engine that didn't make enough power. I pulled it off after two short flights and sold it before I killed myself. I bought a Rotax 582 and, with the parts Don Myers donated, she re-appeared with 65 HP instead of 40 HP. What a fun airplane to fly. Very short takeoff and landing and you could rip along at about 70mph. Sadly, she was damaged in an incident at Green Landings that was my dumb fault, but she is now re-emerging as a Baby Birddog. The damage wasn't fatal. Because of her exaggerated nose, I tagged her the "Aardvark" and it stuck.



The Aardvark

Don Myers and I over the years have built three Kitfox IV's and Ken Jones and I built a Kitfox Seven SS. The last project was a Pietenpol that Don Myers, Ken Jones and I rescued from a terrible fate in a little town in GA and completely rebuilt from the ground up. She was featured in a Chapter newsletter. Ol' Piet gave me the greatest scare that I ever had in an airplane when, on her maiden voyage, the center section spar failed with a big diagonal crack and allowed the left wing to wash out to the point that the left wing dropped more than I had enough right aileron to correct for and we flew around the pattern making uncoordinated right turns with the left wing hanging down at 15-30 degrees.

We ended up in the corn field on the left side of the runway on our back. We survived it with little additional damage, I built a new center section, we put her back together, re-rigged her and she flies great. There is a God who looks after idiots, fools, old airplanes and old pilots.



The Pietenpol

The most memorable good time I've had in 40 years of flying was the trip Ken Jones and I took to Caldwell, Idaho to fly Kitfox Sevens back into the Sawtooth mountains and land on very short, unimproved runways, stream banks, hillsides, etc. We even got to have lunch with a moose. Mountain flying is exhilarating. I think it's the most fun you can have in an airplane.

In the 40 year love affair I've had with airplanes, planes are not the most memorable part. The people I've met, the friends I've made and the fun I've shared with them has really been the joy of flying. Planes are just the medium.

Chapter 36

News and Events

March Chapter Meeting:

Attendees:

In Person - Jim Marsden, Curtis and Kate Berry, Pete Walters, Ray Franze, Austin Colby, Ryan Thomas, Ben Trillanes, Joe Boyle, Mark and Sandy Hissey, John Mainville, Tobias Mottley, Gary and Jenny Keller

Online - Ned Remavege, Aidan Bedwell, Jim Hauber, Greg, Olga, Elizabeth and Carl Thornwall

Topics:

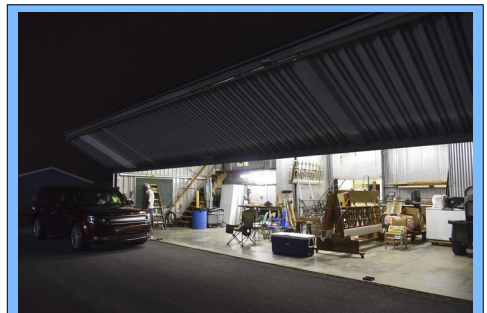
Finances, V-Star Build, YE RC Build & Fly, Scholarship updates, Upcoming Events, watch The Aviators

| Current Fuel Prices | | |
|-------------------------|---------------|---------------|
| as of March 30, 2021 | | |
| Airport | SS | FS |
| Hagerstown | \$5.20 | \$6.05 |
| Frederick | \$5.35 | \$6.10 |
| Martinsburg | \$4.45 | \$5.15 |
| Winchester | \$4.34 | \$4.59 |
| Cumberland | | \$4.65 |
| Carroll County | \$5.06 | \$6.06 |

www.airnav.com



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



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

April



Membership Meeting

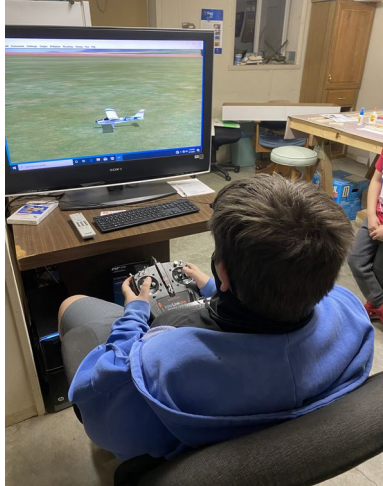
Chapter meeting on Tuesday, April 6th at 7:30 PM in the Hagerstown Aviation Museum hangar. Our guest speaker is a former US Army Lakota and Blackhawk pilot who designed and built a helicopter simulator for Georgia Tech.



Fourth Saturday Fly-Out

Fly-Out to Georgetown, DE (KGED) for lunch at Arena's at the Airport on April 24. ETD: 11:00 AM.

Photos from the Young Eagles Build & Fly Meetings



Three pilots, 12,000 passengers

Since the start of the pandemic, LightHawk — a non-profit that uses volunteer general aviation pilots to enhance conservation — has maintained missions at 86% of pre-Covid levels, even without the ability to take passengers up in the air.

Many pilots have flown missions with GoPro cameras, providing virtual flight tours and helping land trusts complete deadline-sensitive monitoring.

Recent flights, however, included close to 12,000 passengers — endangered abalone.

Pilots Dave Houghton, David Shapiro, and Greg Vernon transported close to 12,000 endangered [white abalone](#) from captive breeding programs at Bodega Marine Lab and Moss Landing Marine Lab in northern California to facilities in southern California, in preparation for being outplanted to their rocky reef homes off the coast of Los Angeles and San Diego counties. “These flights saved hours of travel and time packed in bags in coolers, greatly reducing the stress levels for these marine snails,” Lighthawk officials said.

The Bay Foundation’s Southern California White Abalone Restoration Project is part of a statewide collaboration dedicated to the restoration of federally endangered white abalone. Once a key player as grazers and ecosystem engineers in coastal waters ranging from Point Conception, California, to Baja California, Mexico, white abalone are a National Oceanic and Atmospheric Administration (NOAA) “Species in the Spotlight” — one of eight species considered the most at risk of extinction in the near future.

Many of these abalone will be released to the wild this spring, and the rest will be fed a steady stream of kelp before their own release to the ocean in the coming year or two, officials report.

<https://generalaviationnews.com/2021/03/06/three-pilots-12000-passengers/>

Other Aviation Articles:

A day in the life of a fledgling instructor

<https://airfactsjournal.com/2021/03/a-day-in-the-life-of-a-fledgling-instructor/>

Between The Cracks

<https://www.avweb.com/flight-safety/risk-management/between-the-cracks/>

AirVenture Announces Express Arrival

<https://www.avweb.com/aviation-news/airventure-announces-express-arrival/>

Spread the word on lasers

FAA notes uptick in reported laser strikes on aircraft, expands education effort
<https://www.aopa.org/news-and-media/all-news/2021/march/18/spread-the-word-on-lasers>

One sweet Cessna 140A

<https://generalaviationnews.com/2021/03/01/one-sweet-cessna-140a/>

Visit with EAA at the SUN 'n FUN Aerospace Expo

<https://www.eaa.org/ea/news-and-publications/ea-news-and-aviation-news/news/03-25-2021-visit-with-eaa-at-the-sun-n-fun-aerospace-expo>

Newest vaccine approved for pilots

<https://generalaviationnews.com/2021/03/03/newest-vaccine-approved-for-pilots/>

COVID claims long-time aviation journalist

<https://generalaviationnews.com/2021/03/02/covid-claims-long-time-aviation-journalist/>

Bam!

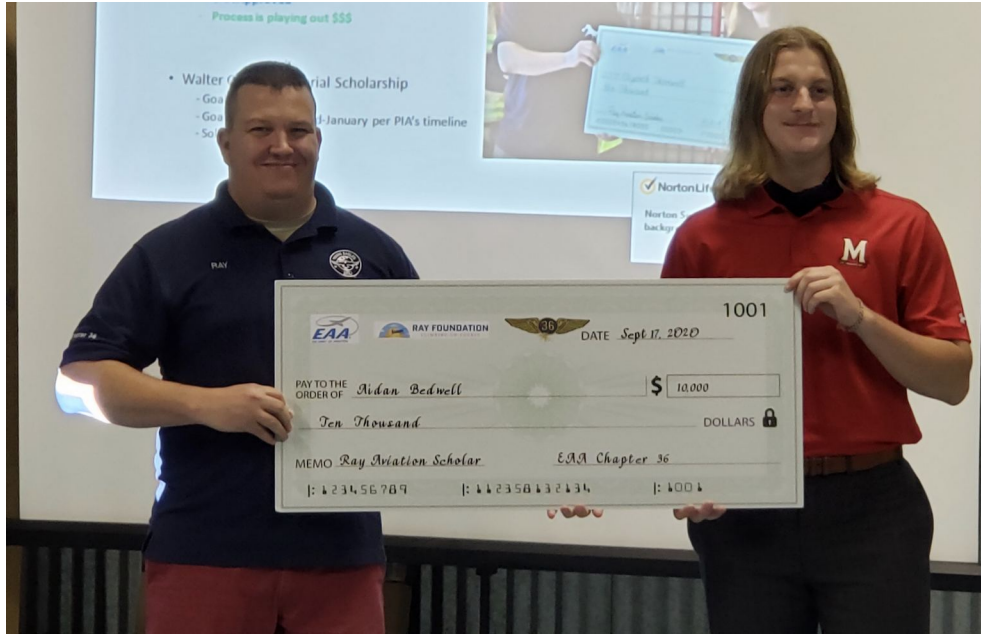
<https://airfactsjournal.com/2021/03/bam/>

April EAA Webinars

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

- 4/6/21 7 p.m. [Wittman Tailwind & Buttercup](#) Earl Luce
CDT **HOMEBUILDERS WEBINAR SERIES** *Steve Wittman's homebuilt designs were pivotal to the birth of the homebuilt movement and are still viable option for today's scratch builder on a budget. In this webinar, Earl Luce, who reverse engineered the Buttercup and helped update the Tailwind plans, will discuss the building and flight characteristics of each design.*
- 4/7/21 7 p.m. [How Risky is Maintenance Qualifies for FAA WINGS and AMT credit.](#) Mike Busch
CDT **WINGS and AMT credit.** *As pilots and aircraft owners, we've all experienced maintenance-induced failures (MIFs). But just how risky is maintenance? How often do MIFs occur? How serious are the consequences when they do? In 2002, the FAA studied 10 years of NTSB accident reports involving maintenance-related GA accidents. In this webinar, Mike Busch discusses what they learned and concluded.*
- 4/13/21 7 p.m. [The E-1 and the Pursuit of a Record](#) Eileen Bjorkman
CDT **MUSEUM WEBINAR SERIES** *Join us as Eileen Bjorkman discusses her father, Arnold Ebnetter, and his daring attempt to design his own aircraft and break a distance record in it. It is a story decades in the making.*
- 4/14/21 7 p.m. [Canadian Airspace 101](#) Radek Wyrzykowski
CDT **101 Qualifies for FAA WINGS credit.** *Airspace is complicated, but learning about airspace does not have to be. Join Radek Wyrzykowski, EAA manager of flight proficiency, as he breaks down complex airspace and discusses it in simple terms you can understand without being an expert in the CARS. This webinar has been specifically developed for Canadian airspace and the rules in Canada. Radek's technique will teach you practical information that's easy to remember and useful for each flight.*
- 4/20/21 7 p.m. [Aerobatic Aircraft Modifications](#) Tony Horvath
CDT **Modifications** *Tony Horvath from Specialty Aero will talk about how his passion fell into a business doing custom modifications to aerobatic aircraft. Tony develops and installs modifications to aircraft such as: Sean Tucker's Oracle Challenger III, Wyche Coleman's Wolf Pitts Samson II, Peter Kohmann's Pitts S-1T and Pete Diaz's Pitts S-2S. His modification projects have fine-tuned aerobatic aircraft all the way to one hanging in the Smithsonian National Air and Space Museum.*
- 4/27/21 7 p.m. [Flying Clubs – Getting Started](#) David Leiting
CDT **Getting Started** *EAA's initiative to support the formation of flying clubs continues to grow, and David Leiting from the EAA HQ will help you learn the ins and outs of forming a separate nonprofit flying club!*

Ray Aviation Scholarship Update



“Yesterday I arrived in Florida for a family spring break vacation and things have been a bit crazy. In March I was not able to fly very much however I passed my written exam! I got a 90% and I’m very excited to have that completed. I have planned and canceled due to weather a few dates for my first solo cross country to Lancaster. I have been attending the r/c build and fly where I help the kids practice flying in a simulator. We have been able to simulate an aircraft very similar to the plane we are building and most of the boys in the class have made some good, safe landings. On 3/27 I flew to Florida (ft. Lauderdale) from BWI for spring break and I will be spending the week here with my family. Attached below are some pictures from my flight to Florida.” – *Aidan Bedwell*



Aircraft of the Month: Cessna 172F, Chapter 36 Flying Club



N8223U is a mid-1960s Cessna 172 that belongs to the Chapter 36 Flying Club. The plane is versatile as it's a capable IFR platform, capable of traveling great distances and landing on soft fields. In recent years the plane has been as far north as Burlington, VT and as far west as Oshkosh, WI. Upgrades to the airplane have included LED landing/taxi lights, GPS navigation, and seats with more comfortable upholstery.

While the flying club is a separate entity from EAA Chapter 36, approximately one-third of the flying club's membership are also members of the chapter. The flying club was started by several chapter members several decades ago as a relatively inexpensive means of learning to fly. While the flying club today requires applicants to already have a pilot certificate, the Club continues the tradition of promoting the spirit of aviation and growing the community through affordable access to aviation. Additionally, N8223U has served the community by providing Young Eagles and Pilots N Paws flights.



Any members who would like their aircraft featured in future newsletters as Aircraft of the Month, please send information and photos to Greg Thornwall at thorn@myactv.net

Members Pages

More photos of N8223U



Mark Hissey

“I was going through our EAA 36 folder deleting the massive out of date e-mails when I ran across this.

This is the V-Star back in 2012 when I was president and we decided to purchase this as parts and a frame of the kit. Almost 10 years in the making...” – *Mark Hissey*



Our condolences to Gill Motz and his family on the passing of Shirley Motz.

https://www.heraldmailmedia.com/obituaries/shirley-motz-83/article_3800c507-360e-5ea1-bac6-a1162b18520b.html



Remembering Bob Scott

“I will never forget meeting Bob as I was signing up my kids for a free young eagles ride. He then invited us to the EAA chapter 36 build night where he passed on his knowledge of aviation. There were two people named Bob in the chapter at the time and my kids nicknamed him talking Bob because of all the stories he shared of his life lived. He also made it a point to call everyone he knew on their birthdays. My kids looked forward to it every year! We will miss that. I am grateful to Bob and everyone at EAA 36 who had a part in shaping the lives of my children, especially Justin who ended up going to PIA school and is now an airplane

mechanic. It's hard to believe that it all started with Bob asking my kids if they wanted an airplane ride! We will miss you Bob! Till we meet again! Fly high!” – *Annette Trillanes*

