



The Hagerstown Homebuilder

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EAA CHAPTER 36

May 2022

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

The President's Corner



We're off and running! On Saturday, April 23rd, we had our first Young Eagles event of the year—and our first breakfast fundraiser since 2019. We flew 65 Young Eagles at April's event—which is amazingly high for a non-Wings & Wheels event. In our first event, we nearly flew one-third of our 2021 total—a great start! I asked my passengers about breakfast—and the consensus was the pancakes were cooked to perfection! My sincerest appreciation goes out to everyone who showed up to help make the event a success. Your efforts do not go unnoticed; and your efforts are not taken for granted.

This month we begin having guest speakers during our monthly chapter gatherings. We kick it off with a presentation about The Recreational Aviation Foundation (RAF) by Jack Soronen. A reminder that this month, and going forward, our gatherings will begin a half-hour earlier at 7:00 pm.

Don't forget, the window is open for identifying candidates for the 2022 Ray Aviation Scholarship—a youth flight training scholarship valued up to \$10,000. In the near future we will announce the deadline for the submitting a completed application package. Send me an email requesting the application package documents for our chapter's internal application process if you have a prospective applicant in mind. I'm also happy to answer any questions about the scholarship program and its process.

Our 2021 scholarship recipient, Andrew Russell, is slated to take this checkride this month. We're on schedule as Andrew has until the end of June to successfully pass the checkride; and we're blessed to

have EAA award us a fourth consecutive scholarship allowing us to help increase the number of pilots. Again, if you see Andrew, ask him questions that he's likely to hear during the oral portion of the practical exam.

In other scholarship news, the family of Richard Shoup (whose Thorpe T-18 we acquired) reached out to us and generously offered to fund additional scholarships. We will take great care to honor Richard Shoup's memory and passion for aviation.

Between the increase in scholarships available for us to award, and the increase in potential build projects, I continue to be amazed by the opportunities that present themselves and the can-do spirit of the Chapter's members.

As long as weather cooperated, we just held our first flyout of the year. The scheduled destination was Crosswinds Café at Martinsburg's Eastern WV Regional Airport (MRB). Pictures and write-ups to follow in next month's newsletter.

I would like to welcome our newest members to the chapter. We've had quite a few recently join the Chapter. I look forward to meeting in the near future, having fun together, and strengthening our impact on the local aviation community.

It's hard to believe EAA's AirVenture in Oshkosh, WI is less than three months away. I'm interested to see how many members make the trip to one of the greatest aviation pilgrimages. I will be seeking tips on what to pack, what to buy, what to see and what (if anything) to avoid—there is no shortage of activities to experience at AirVenture.

Lastly, the results are in from EAA headquarters—EAA Chapter 36 achieved “Gold” status for the numerous, and varied, activities that we offered during the 2020-2021 period. Thanks for everything you do to help EAA Chapter 36 be successful, and until next time

Safe skies!

Member Spotlight: Gary Keller

My interest in aviation started about 1955 while working on our family farm. I would see these very large silver airplanes coming from the south and turning over our farm and then going back south. Living 4 miles west of Chambersburg on Route 30 seemed to be in the path of flight testing of Fairchild produced aircraft. Some were 2 engines and some were 4 engines and you could tell from the sound they were making as to what size you were going to see. What a wonderful sight and sound to a young farm boy dreaming about what it would take to be able to fly one of these silver thundering behemoths slowly inching their way across the sky. My thoughts then was the pilots must be the smartest people around to be able to maneuver these airplanes and test them just off the assembly line. These thoughts never left me and now moving forward about 40 years an opportunity came up to purchase an ultralight from Art Barrick and Keith Ford. This was an Advanced Aviation "Cobra" from Orlando Florida and built by the Reichter family of Sea Ray fame. So here's this thing in pieces and an instruction book!!! The wings are 18 feet each with a king post and a multitude of cables hanging all over the place. It had a 26 HP Cuyuna 2 cycle engine with a single carburetor. I was so thrilled that I now owned an airplane. But I did not know how to fly the thing. I took it to the Chamberburg Airport and assembled it with an old gentleman looking on who I found out was Earl Witt who was responsible for getting an airport built close to Letterkenny Army Depot. I did not attempt to fly that day. I tied it up to a well casing behind the big hanger and left it there overnight. Weather was a concern so I took it apart and hauled it back home. Later I took the chassis or the "Flying Lawn Chair" back to the airport and just started to run it up and down the runway at different speeds to get used to how it handled. With no brakes I would run it off on the side of the runway with the right wheel to slow down in the grass. I was able to get to max speed and could keep it going straight.

Now about the first flight. Feeling very confident after I read several books about flying, I was ready to hoist this thing into the air. Assembled, I went to the end of the runway, not knowing about the wind, I lined up and shoved the throttle forward and down the runway I went, and went and went with the stick pulled back some as to not takeoff too quickly. But nothing happened!!!! So I turned around and went back to the end again and I thought this time I am going to pull that damn stick back to my lap and get this thing into the air. So I did!!! Not too far down the runway this thing jumped into the air and I was just startled as to what just happened. There I was pointed straight up and I did not want to be straight up. Now lets return to the farming days. When you were disking through some thick wet clay the front end of the little Ford 8N would lift up some and you would just hit the clutch and the front end would come down and if it went up again you would do the same thing until you were through the area. Guess what? From muscle memory I hit the clutch and the airplane just turned left and down I came. Don't worry all will be OK. Now the bank along the runway was at the same angle I was coming down so I just drove down the bank into the jaggars and brush and came to a sudden stop!!! Now my heart was still in my throat and my knees were still knocking like never before but I didn't think I was hurt and I believed the plane was still in one piece. So I finally got out and started pulling it out of the weeds and jaggars up onto the runway. So here comes Jenny and Mr. VanderSlute slowly walking up the runway to see the aftermath!!! They were not at all concerned and in no hurry to get there. OK, not the time to judge their concern about me so I just kept looking over the plane and only found one cable broken and I could easily fix that. That was my first attempt to fly without any instruction. I did finally get to fly it and learned what adverse

yaw was. The drag on the large fabric wings created a drag so much that you had to increase the bank angle and apply enough left rudder to overcome the yaw. Next I went to Osterburg, close to Bedford, Pa. and took 3 hours training in a two place Challenger. I flew the Cobra about 40 hours and then had a wreck when the motor went out. I rebuilt it and then flew about 10 more hours.

My next endeavor was to purchase a KR2 from a fellow who had lost his health to cancer and was never going to fly due to loss of balance and several other issues. This plane was not quite complete and I was going to finish it and fly it. In the meantime I started taking flying lessons to get my Sport Pilot License in a 1946 Champ 7AC at Bermudian Valley Airpark in Boiling Springs, Pa. Completed that under the training from Mr. Tom Harry and passed the flying test and received my license. Whoa, the limits on Sport license was 132 MPH and my KR2 was rated at 200 MPH Vne and cruise at 165MPH. Sooo after doing that little exercise I now needed a Private Pilot Certificate. I did that at Carlisle with Barbara George and Terry Goodar. Success at last!!!! Along the way I purchased another plane in its early construction period. It is a H-2 Honey-Bee Bi-wing with a 65 Hp. Hearsh engine. All brand new. (Now For Sale)

I needed help to complete the KR2 project so I joined the EAA Chapter 36 in Hagerstown. That has been the icing on the cake for me as to getting my feet very wet in aircraft building the correct way and not the old farmer way I would have done things!!! My sincere thanks to all in the chapter who have helped me get motivated to finish the KR2 project. It is now hangared at HGR. Along with Ned V. and his Gyrocopter. Now will come the finish and inspection to get the airworthiness certificate.



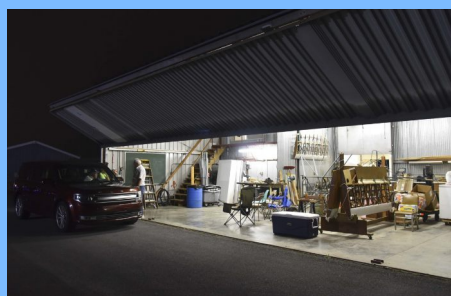
Chapter 36

News and Events



Current Fuel Prices as of April 19, 2021		
Airport	SS	FS
Hagerstown	\$6.00	\$6.75
Frederick	\$6.30	\$7.05
Martinsburg	\$6.05	\$6.85
Winchester	\$5.69	\$6.29
Cumberland		\$5.25
Carroll County	\$6.00	\$6.85

www.airnav.com



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

May



Chapter Meeting

Monthly chapter meeting on Tuesday, May 3rd, 7:00 p.m. at the Hagerstown Aviation Museum, with a feature presentation by the Recreational Aviation Foundation (RAF).



Young Eagles

Young Eagles flights from 9:00 a.m. to 1:00 p.m. and Chapter Breakfast from 8:00 a.m. to 10:30 a.m. on Saturday, May 21st.



Fourth Saturday Flyout

Flyout to Lancaster Airport (LNS), on Saturday, May 28th.
Time: TBD.

Young Eagles and Breakfast Event

Photos by Pete Walters



Aviation News:

AirVenture Oshkosh 2022 to Celebrate Young Eagles 30th Anniversary

<https://www.eaa.org/airventure/eaairventure-news-and-multimedia/eaairventure-news/eaairventure-oshkosh/2022-04-21-young-eagles-anniversary>

Test pilot: two lessons learned in Cessnas

<https://airfactsjournal.com/2022/04/test-pilot-two-lessons-learned-in-cessnas/>

7 Of The Most Confusing FAA Regulations, Explained

<https://www.boldmethod.com/blog/lists/2022/04/7-of-the-most-confusing-regulations-explained-for-your-training/>

My First Electric Flight

Does the Pipistrel Velis Electro have a place in flight training right now?

<https://www.flyingmag.com/my-first-electric-flight/>

4 Common Aerodynamic Misconceptions

<https://www.boldmethod.com/blog/lists/2022/04/four-common-aerodynamic-misconceptions/>

A pilot fresh from the sim gets a real world test

<https://airfactsjournal.com/2022/04/a-pilot-fresh-from-the-sim-gets-a-real-world-test/>

Do You Know What These 6 ATC Phrases Mean?

<https://www.boldmethod.com/blog/quizzes/2022/04/do-you-know-what-these-6-atc-phrases-mean/>

Beanbags for Ukraine

Flight school airdrop raises more than \$17,000

<https://www.aopa.org/news-and-media/all-news/2022/april/21/beanbags-for-ukraine>

Fuel Should Be On Your Mind

<https://www.flyingmag.com/fuel-should-be-on-your-mind/>

Is It Ever Safe To Fly Underneath A Thunderstorm?

<https://www.boldmethod.com/learn-to-fly/weather/flying-below-a-potential-thunderstorm-is-it-ever-safe-visual/>

The FAA Answers Some Interesting Questions From Pilots

<https://www.flyingmag.com/the-faa-answers-some-interesting-questions-from-pilots/>

Van's Aircraft celebrates 50 years

RV-15 to debut at AirVenture 2022

<https://www.aopa.org/news-and-media/all-news/2022/april/12/vans-aircraft-celebrates-50-years>

How does an engine “know” when to scare a pilot?

<https://airfactsjournal.com/2022/04/how-does-an-engine-know-when-to-scare-a-pilot/>

Did You Know? 11 Fun Facts About Runways

<https://www.flyingmag.com/did-you-know-11-fun-facts-about-runways/>

Runway Stripes And Markings, Explained.

<https://www.boldmethod.com/learn-to-fly/regulations/runway-markings-and-spacing-fly-better-patterns-to-landing-explained/>

Your Elevator Trim Just Jammed. What Should You Do?

<https://www.boldmethod.com/learn-to-fly/systems/jammed-elevator-trim-what-can-you-do-to-land/>

The Interesting and Somewhat Strange History of Runways

<https://www.flyingmag.com/the-interesting-and-somewhat-strange-history-of-runways/>

As filed

7 tips for perfect clearances

<https://www.aopa.org/news-and-media/all-news/2022/may/flight-training-magazine/instrument-tips-as-filed>

Preventing Takeoff Emergencies

<https://www.avweb.com/flight-safety/risk-management/preventing-takeoff-emergencies/>

10 Rarely Seen IFR Chart Symbols, And What You Should Know About Them

<https://www.boldmethod.com/blog/lists/2022/04/ten-ifr-chart-symbols-you-should-know/>

Upcoming EAA Webinars

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

Date	Time	Title	Presenter(s)
5/3/22	7 p.m. CDT	MGL Avionics Homebuilders Webinar Series	Adam O'Connor <i>Adam O'Connor of Michigan Avionics will provide an overview of MGL avionics offering for the experimental amateur built market.</i>
5/4/22	7 p.m. CDT	Tulip Fever (Pre-buys) Qualifies for FAA WINGS and AMT credit.	Mike Busch <i>The market for used airplanes is hotter than a pistol right now. Lately, we've been seeing an increasing number of buyers who are in such a hurry to snap up used airplanes "before they get away" that they're shortcutting prudent due diligence. Mike Busch relates the experience of one such buyer who signed a contract to purchase a nice-looking Florida-based Beech Musketeer with a "fresh annual" only to discover that the aircraft was hideously un-airworthy and would have been a disastrous money pit had he not done an independent pre-buy examination.</i>
5/10/22	7 p.m. CDT	Baby Ace: The Airplane That Brought Homebuilding to the Headlines Museum Webinar Series	Chris Henry and Ben Page <i>When the magazine Popular Mechanics ran an article featuring the Baby Ace and EAA founder Paul Poberezny, little did he know that he would soon be facing a mound of fan mail and requests for information on the airplane. Join EAA Aviation Museum staff members Chris Henry and Ben Page as they talk about this great homebuilt aircraft.</i>
5/11/22	7 p.m. CDT	Out After Dark — A Pilot's Guide to Flight at Night Qualifies for FAA WINGS credit.	Prof. H. Paul Shuch <i>Night flight can be a most beautiful experience for a general aviation pilot. It is also fraught with unique challenges, and its own particular hazards. Private pilots (and sport pilots upgrading to private privileges) receive minimal night training, but that is only the beginning. You can become a safer night pilot, while recognizing that sometimes, the only winning move is not to play. Join Prof. H. Paul Shuch for this presentation.</i>
5/18/22	7 p.m. CDT	Pass Your Checkride, Part 1: Paperwork & Oral Quizzing Qualifies for FAA WINGS credit.	Larry Bothe <i>Get your paperwork right so the examiner is happy. Do your homework. Bring everything you need. Learn the common errors in the oral quizzing portion of the checkride, and how to avoid them. You have more control over your practical test than you think you do. Take advantage of these things, and pass the first time.</i>

Ray Aviation Scholarship Update: Andrew Russell

Check Ride!



I am working on the oral part of the final exam! I will be taking my check ride on Friday May 6. Hopefully we can celebrate soon!

We toured Middle Tennessee, the planes there were newer and they were expecting an order of them to arrive in June with another batch to arrive in November. In the tour was a guy I knew from Civil Air Patrol, he is a year older and had taken off a year from school before starting college. One of the students came up to us during the tour and said that he was from Maryland and preceded to tell us what a great program it was. My cousins live in Nashville so we stayed with them. My cousin works for a small regional airline so I was able to spend two days with him talking to employees and touring the maintenance shop. We were able to see a plane that had all it's skins off.

Next, we were off to Middle Georgia State. This was out in the middle of nowhere. They had the dorms right next to the airfield with all the aviation classes right there. The main campus is about 30-minute drive away where I would take all the rest of my classes. My mom really liked this campus but it was too far away from anything so this was not my favorite.



We toured Kent State on April 1. The planes there were all in the hanger because it was spring break and also a very windy day. They are in the process of putting a fence around the whole landing stripes due to the deer. The biggest maintenance issue they had were people hitting deer. So far, my favorites are North Dakota (although we haven't toured it), Middle Tennessee, Jacksonville University, and Kent State.



Members Pages

Ray Franze



Getting ready for Oshkosh. Fourteen aircraft participating in a Cessnas2Oshkosh formation flying clinic at Hagerstown.

The flight up the valley to Carlisle and back took approximately one hour; and included three lead changes for each element so participants could experience each position of the delta formation.

The clinic included three hours of instruction, flight briefings and dress rehearsals prior to the flight. One of the great things about aviation—while many of the participants aren't professional pilots, there is a high level of professionalism to plan and execute a safe flight.



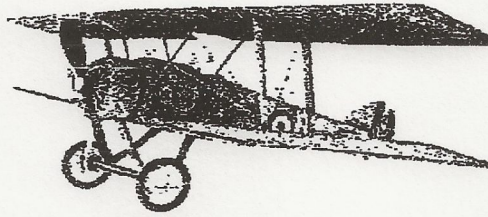
April's Fourth Saturday Flyout Photos by Mark Hissey



E.A.A. Chapter 426

Greater Cumberland Regional Airport-CBE

AWOS
128.62



Unicom
122.8

Presents our 2022

FLY-IN / DRIVE-IN BREAKFAST

Sunday March 27th, April 24th, May 29th, June 26th, July 31st,
August 28th, September 25th & October 30th.

8:00 am until 12:00 pm

Welcome to our Fly-in / Drive-In Breakfast

We feature hotcakes, scrambled eggs, Sausage, sausage gravy, fried potatoes,
fruit cocktail, coffee and orange juice.

All you can eat on the premises for \$10.00 Adults & \$6.00 under age 12

Free "Young Eagle" airplane rides for ages 8 thru 17, weather permitting and
pilots available.

For more information contact Katia Kight @ 301-268-2624

Check us out on Facebook

www.facebook.com/eaachapter426

Chapter 36 Flying Club

***** Memberships Available *****

Cessna 172F – IFR capable

Hangared at Hagerstown Regional Airport (HGR)

Garmin 420W, ADS-B out

Stratus provides geo-referencing, traffic and weather to your device

Initiation Fee: \$1,700 (up to \$700 refundable Shares Certificates)

Monthly Dues: \$100/month

Hourly Cost: \$35/Tach hour (dry – fuel NOT included)

Private Pilot certificate required

Email us at chapter36flyingclub@gmail.com



Aside from being established by chapter members, the Chapter 36 Flying Club is a completely separate entity with its own By-Laws and organizational leadership.