



# The Hagerstown Homebuilder

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

Vol. 31 No. 10

October

2022



# EAA CHAPTER 36

**October 2022**

## CONTENTS

*Cover Page*  
*Chapter Officers*  
*President's Corner*  
*Chapter News*  
*Wings and Wheels*  
*Aviation News*  
*Upcoming EAA Webinars*  
*25 Years Ago Today*  
*Members Pages*

Published by  
**EAA Chapter 36**  
**Hagerstown, MD**  
[chapters.eaa.org/EEA36](http://chapters.eaa.org/EEA36)

The contents of The Hagerstown Homebuilder are solely the viewpoints of the authors. No claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material, opinions and/or views presented. The viewpoints expressed are not necessarily those of EAA Chapter 36 or the Experimental Aircraft Association.

<b>2021-22 OFFICERS AND SUPPORT STAFF</b>	
<b>President:</b> <b>Ray Franze</b> <a href="mailto:raymond.franze@gmail.com">raymond.franze@gmail.com</a>	<b>Vice-President:</b> <b>Gary Keller</b> <a href="mailto:garylkeller261@gmail.com">garylkeller261@gmail.com</a>
<b>Secretary:</b> <b>Dean Popio</b> <a href="mailto:dmpopio@gmail.com">dmpopio@gmail.com</a>	<b>Treasurer:</b> <b>Dean Popio</b> <a href="mailto:dmpopio@gmail.com">dmpopio@gmail.com</a>
<b>Young Eagles Coordinator:</b> <b>Curtis Berry</b> <a href="mailto:cberry@myactv.net">cberry@myactv.net</a>	<b>Tech Counselor - Flight Advisor:</b> <b>Gary Hartle</b> <a href="mailto:g.hartle@comcast.net">g.hartle@comcast.net</a>
<b>Webmaster:</b> <b>Carl Thornwall</b> <a href="mailto:thorn@myactv.net">thorn@myactv.net</a>	<b>Newsletter Editors:</b> <b>The Thornwall Family</b> <a href="mailto:thorn@myactv.net">thorn@myactv.net</a>
<b>Board of Directors:</b>	<b>Joe Boyle</b> <a href="mailto:joeboyle1@myactv.net">joeboyle1@myactv.net</a>
<b>Jim Marsden</b> <a href="mailto:jim.mindy@myactv.net">jim.mindy@myactv.net</a>	<b>Austin Colby</b> <a href="mailto:austin@colbytech.com">austin@colbytech.com</a>
<b>Elizabeth Thornwall</b>	<b>Dave Anderson</b>

→→→ **Our next general membership meeting will be held October 4th** →→→

## The President's Corner



First and foremost, a very heartfelt Thank You! to all the volunteers who made Wings & Wheels a huge success. The work to make the event a success for our chapter starts well in advance coordinating donations, supplies and volunteers. And the day of the event itself surely necessitates non-stop efforts from our on-site volunteers. Thanks to you, our chapter raised a substantial amount of money and flew 85 Young Eagles during the event—a ridiculously high tally. So, wherever you helped, however you helped—Thank You!

October's monthly chapter gathering includes a feature presentation by the Hagerstown Aviation Museum. I anticipate a larger-than-usual turnout as we put out an EAA ChapterBlast email to invite other EAA members from around the region to join us. And our final feature presentation of the year will be the following month as Hagerstown's Pittsburgh Institute of Aeronautics hosts our November chapter gathering.

Our second annual Poker Run is scheduled for Saturday, October 15<sup>th</sup>. Rain dates will be each subsequent weekend day through the end of the month. Hopefully Mother Nature will be kind to us this year and bless us with gorgeous flying weather. We could use several volunteers to staff the airport stop at Franklin County Regional Airport (N68) in Chambersburg, PA.

With the Poker Run and a possible need to push the event back due to weather, we don't have a planned flyout for the end of the month.

If the weather cooperates and we're able to have the Poker Run as scheduled, we can come up with something for later in the month—although the pilots in the chapter could turn the Poker Run into a flyout, coordinating a meal at one of the airport restaurants along the route.

For the pilots in the chapter, I received word that the CTAF/UNICOM frequency for Winchester Regional Airport (OKV) is changing to 122.975 effective October 6, 2022. The current and soon-to-be-outdated frequency for OKV is 122.7.

If there are any pilots in the chapter who are also AOPA members, you can order PilotWorkshop's "Flying Companion" manual for the cost of shipping (\$7.50). The manual is described as a, "Full-color, spiral bound manual includes 50 useful tasks a non-pilot can complete for you before, during and after a flight. It's an interesting and useful resource to provide your flying companion with a greater understanding of the things that seem normal and comfortable for pilots."

You're probably tired of receiving spam calls, texts and emails from various political campaigns and PACs, seeing campaign ads on tv and yard signs. But here is a friendly reminder that next month we're also slated to hold an election for chapter's officers to serve from 2023-2024. There's still time to submit nominations, but time is running out.

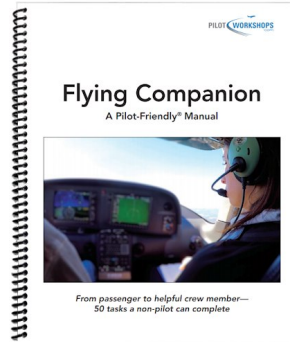
The highly anticipated launch of Artemis I has been delayed once again. Following some issues with temperature sensors and cryogenic leaks, the launch to orbit a spacecraft around the moon in preparation for a lunar landing is now delayed due to severe weather conditions associated with Tropical Storm Ian. The earliest launch date at this point will occur sometime in October.

Enjoy the cooler temperatures, reduced humidity, and waning daylight as autumn settles in. Until next time ....

Safe skies!

# Chapter 36

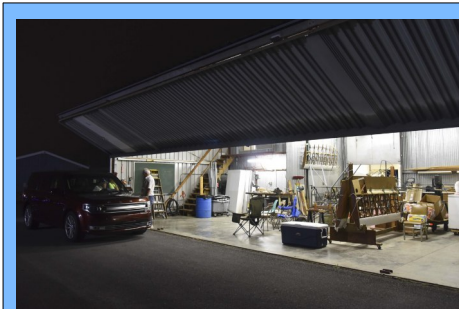
## News and Events



Flying Companion Manual free (with \$7.50 shipping) for AOPA members:

<https://pilotworkshop.com/products/flying-companion-free-aopa/>

<b>Current Fuel Prices</b>		
as of September 21, 2022		
<b>Airport</b>	<b>SS</b>	<b>FS</b>
Hagerstown	\$6.75	\$7.50
Frederick	\$6.85*	\$7.60
Martinsburg	\$6.49	\$6.99
Winchester	<b>\$5.98</b>	<b>\$6.49</b>
Cumberland		\$6.55
Carroll County	\$6.85	\$7.45
*Currently Unavailable		
<a href="http://www.airnav.com">www.airnav.com</a>		



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

### October



**Young Eagles Event**

The October 1st Young Eagles event and Pancake Breakfast has been **canceled**.



**Chapter Meeting**

Monthly chapter meeting on Tuesday, October 4th, 7:00 p.m. at the Hagerstown Aviation Museum hangar.

Presentation by the Hagerstown Aviation Museum.



**Poker Run**

Chapter 36 Poker Run on October 15th from 8:00 a.m. to 4:00 p.m. Rain dates are subsequent weekend days through October.

# Wings and Wheels 2022

## A Big Wings and Wheels Thank You

Cindy and I would like to take this opportunity to say a sincere and heartfelt Thank You to all the people who helped to make the food concession at Wings and Wheels a resounding success for EAA Chapter 36. There were our regular cadre of monthly breakfast helpers and some new folks who came to help at this event. We would never have been able to pull this off without each and every one of you.

A special recognition needs to go to Tobias for convincing Food Lion to provide the meat products. Austin corresponded with Martins Potato Rolls to arrange the donation of the rolls and Marshal Martin donated drinks, paper products, condiments and ice.

Kate Berry also donated drinks.

Shawley's provided the gas for cooking and Dean and his wife made a great new sales area.

When we work together we ensure success and we did.

Thanks again,

Cindy and Joe Boyle

## Photos by Mark Hissey



## Aviation News:

### Young Eagles Happenings

<https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/young-eagles-youth-education/2022-09-23-young-eagles-happenings>

### General Aviation Moves Closer to an Unleaded Future

<https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/news/moving-closer-to-unleaded>

### Saving a California condor

<https://generalaviationnews.com/2022/09/01/saving-a-california-condor/>

### Maiden Electric Flight Broadcast Live

World watches Alice online

<https://www.aopa.org/news-and-media/all-news/2022/september/28/maiden-electric-flight-broadcast-live>

### NASA Plays Chicken With an Asteroid and Celebrates a ‘Smashing’ Success

<https://www.flyingmag.com/nasa-plays-chicken-with-an-asteroid-and-celebrates-a-smashing-success/>

### Honey, I shrunk the Mustang

<https://generalaviationnews.com/2022/08/29/honey-i-shrunk-the-mustang/>

### Air Force special ops Osprey stuck in Norway wilderness after mishap

<https://www.airforcetimes.com/news/your-air-force/2022/09/07/air-force-special-ops-osprey-stuck-in-norway-wilderness-after-mishap/>

### Warbirds in Lake Mead

<https://www.flyingmag.com/warbirds-in-lake-mead/>

### New Video Analyzes Fatal LSA Crash at KSMO

<https://generalaviationnews.com/2022/09/24/new-video-analyzes-fatal-lsa-crash-at-ksmo/>

### Early Analysis: Jet Crash at Reno Air Races September 18, 2022

<https://www.youtube.com/watch?v=Eh1qKsuev6M>

### Washington County to Acquire Property at Hagerstown Regional Airport

<https://www.heraldmillmedia.com/story/news/local/2022/09/15/washington-county-to-acquire-property-at-hagerstown-regional-airport/69493127007/>

### More Thorough Preflights Needed After Maintenance

<https://generalaviationnews.com/2022/09/28/7067479/>

### The Link Trainer: An Uncommanded Roll Gets Our Author’s Attention

<https://www.flyingmag.com/the-link-trainer-an-uncommanded-roll-gets-our-authors-attention/>

### EAA Pushes For LODA Reform

<https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/news/eaapushes-for-loda-reform>

### Eileen Collins To Be Awarded Wright Brothers Memorial Trophy

<https://www.flyingmag.com/eileen-collins-to-be-awarded-wright-brothers-memorial-trophy/>

### FLYING Classics: Lockheed Created the ‘Impossible’ SR-71 Blackbird to Replace the U-2

<https://www.flyingmag.com/sr-71-blackbird-lockheed-created-the-impossible-to-replace-the-u-2/>

### Are We There Yet?

Ensure your passengers are also ready for a flying adventure

<https://www.flyingmag.com/are-we-there-yet/>

### Diamond Rollover: Freak Accident Or A Design Flaw?

<https://www.avweb.com/insider/diamond-rollover-freak-accident-or-a-design-flaw/>

### AOPA Flight Training Experience Survey Now Open

Your feedback makes flight training better

<https://www.aopa.org/news-and-media/all-news/2022/august/23/slow-or-slightly-less-slow>

## Upcoming EAA Webinars

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

Date	Time	Title	Presenter(s)
10/05/22	7 p.m. CDT	<a href="#">On a Short Leash – Maintenance Costs</a> <b>Qualifies for FAA WINGS credit and AMT credit.</b>	Mike Busch <i>The very best maintenance shops do thorough inspections and meticulous maintenance but can also run up shockingly high invoices unless the aircraft owner is actively engaged and keeps the shop on a short leash. Maintenance guru Mike Busch A&amp;P/IA demonstrates exactly how this should be done, using a real-life example of an owner who appropriately declined two-thirds of the shop's proposed repairs, thereby reducing a \$25,000 work order to a \$5,000 invoice. You'll learn what kinds of things can be reasonably and prudently declined or deferred, and what things you should always approve.</i>
10/11/22	7 p.m. CDT	<a href="#">The Treasures of Pioneer Airport, Part 2</a> <b>Museum Webinar Series</b>	Chris Henry and Ben Page <i>One of the hidden gems of the EAA Aviation Museum is Pioneer Airport, located behind the main museum. This re-creation of a 1930s airfield houses a special part of the museum's collection, including many examples of golden age aircraft. Museum staff members Chris Henry and Ben Page take a look behind the doors of Pioneer Airport.</i>
10/12/22	7 p.m. CDT	<a href="#">Oil Changes as a Diagnostic of Engine Health</a> <b>Qualifies for FAA WINGS and AMT credit.</b>	Bill Ross <i>One of the most important and informative bit of engine maintenance an owner can do is the oil change. Bill Ross from Superior Air Parts will examine how to look for indicators of internal engine health and when to become concerned. Engine oil types, additives, and filters will be discussed in providing the best protection against internal engine difficulties.</i>
10/13/22	7 p.m. CDT	<a href="#">Tax Exempt Basics</a>	Patti Arthur <i>This webinar will cover the basics of tax exempt status for EAA chapters. Patti Arthur, a tax attorney with many years of experience helping EAA chapters, will help you understand the basic rules of tax exempt and charitable status.</i>
10/19/22	7 p.m. CDT	<a href="#">When the Engine Goes Silent</a> <b>Qualifies for FAA WINGS credit.</b>	Larry Bothe <i>What should you do when it gets quiet up front? Nine-time engine failure survivor and certified flight instructor Larry Bothe will tell us what really works and what doesn't when the engine quits. Not only what you do, but when you do it, can have a big impact on your likelihood of survival. Join us for Larry's informative presentation.</i>
10/25/22	7 p.m. CDT	<a href="#">Guidance for Using Young Eagles Online Registration and Digital Signature</a>	David Leiting <i>Join David Leiting, EAA Eagles Program manager, as he provides an in-depth look at the Young Eagles online registration system (YEDay), and how to use the EAA Digital Signature app in conjunction.</i>

# 25 Years Ago Today

## Thanks to Jay Kanagy

OCTOBER 7, 1997

The regular monthly meeting of the Hagerstown Chapter 36, EAA., Inc. was held in the FAA Hangar located at the Washington County Regional Airport on Tuesday, October 7, 1997. The meeting was called to order by the President, Jack Raun, at 8:30 P.M. with eighteen members and guests present.

President Jack welcomed all.

### ANNOUNCEMENTS:

Air Show - Walter has not heard anything yet from the Air Show. Most people seemed entertained by the Show' The main complaint concerned the voucher system used. The members who were here and worked really got tired. Jack appreciated the heroic efforts of those who worked the three days. It was physically hard. It was agreed - NO MORE PUSHING OF AIRPLANES.

Kevin Green and Green Landings - He was sorry he missed this year's Air Show. He is now building a Titan. He will be the dealer for the plane. He plans the Grand Opening of his strip on October 20 with a spaghetti dinner at 1:00 P.M. He hopes that 30 or 40 people will fly in. The runway is coming along good. It is a 1900 foot runway, with an option to buy land at the end of the runaway. He has three lots left for sale. The first hangar is up and he has five more coming. Kevin is in training to teach the flying of the Titan. He will be involved with the Titan Plane Company. Going south is the best landing area unless the wind is more than 8 knots. His wind sock is 15 knots full out. Please @me. The home owner there can put up his own attached hangar or a separate pole building. Please come.

Don Myers thanked everyone for helping with the Young Eagles on September 26. They flew 60 children. More concerning the insurance later. Bobbie McBee's picture was in the local paper with some young Eagles that he flew" Don thanked the members for helping him.

Jack talked about the future of the FAA. Looking ahead - want to grow and progress. Right now, our Chapter is static. What can we do? Cash flow is almost negative. What do we want to do? No matter how hard we work" the money does not come easy. Do we need to raise our energy level? He asked members how we can do this? General aviation has flattened out and gotten expensive. Ultra light planes may be the future way.

It was suggested that one Sunday morning have a Fly-In Breakfast.

It was announced that the Chambersburg Airport is still for sale. Some investors are talking of making it a tri-county Airport. The Carlisle Airport is also up for sale.

Dan Drake invited the members to a pig roast on October 19 - sponsored by Chapter 1071 - at Speck Field. All day until dark. Fly-Ins welcome.

Jack asked others to pick up the slack with refreshments at the meetings. After twenty some years, Walter and June can't do it anymore.

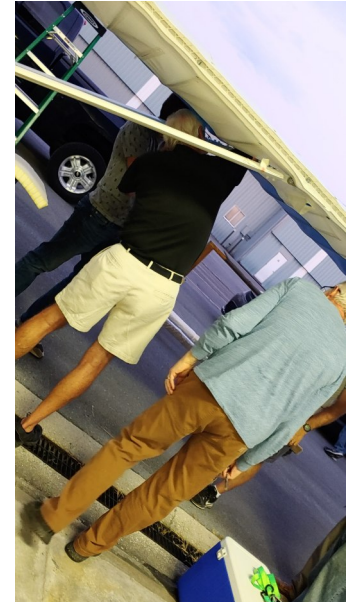
The November meeting will be held in the T.S. Meeting Room at 7:30 P.M.

Jack Raun declared the meeting adjourned at 9:25 P.M.

Submitted by: June Green



## Members Pages



### Pete Walters' Bushcat

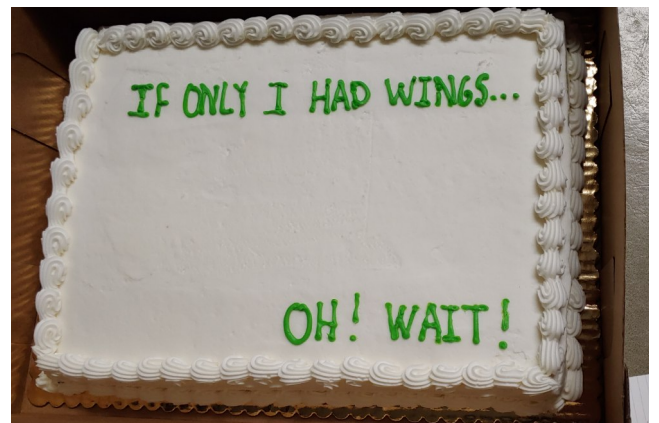
The various tasks included:

- Wingtip holders/wigglers/jigglers
- Bolt inserters/hammerers
- Nut tighteners
- Muscle
- Tool fetchers and
- General onlookers



Start to finish was 35 minutes! Then we moved on to cake and refreshments.

Participants: Ken Jones, Joe Boyle, Dave Anderson, Gil Motz, Jim Marsden, Mike Langford, Jim Hauber, Elliott Haines, Ray Franze, Landry Kaufmann, Lane Kaufmann, Bobby Hixon



## Ray Franze and Dave Anderson



On Thursday, September 1<sup>st</sup>, Dave Anderson joined me for a flight up to New Haven, Conn. to catch the season opener (football) for the Shepherd Rams. This trip comingled several of my passions to include being a fan of college football including NCAA Division II football, flying, and travelling to new places. As an alum and passionate Shepherd Ram follower, I try to catch a few home games each year when it fits my schedule—and I'll often travel to playoff games if the Rams are on the road. I rarely travel for regular-season road games except when it seems like a fun adventure—you may recall from last year's newsletter I flew out to Columbus International Airport (CMH) to see Shepherd open the season on the road against Ohio Dominican University. When I saw Shepherd was scheduled to open the season in New Haven, Conn. at Southern Connecticut State University, a quick check revealed that Tweed-New Haven Airport was only 1.2 nm further from Hagerstown than Columbus International Airport.

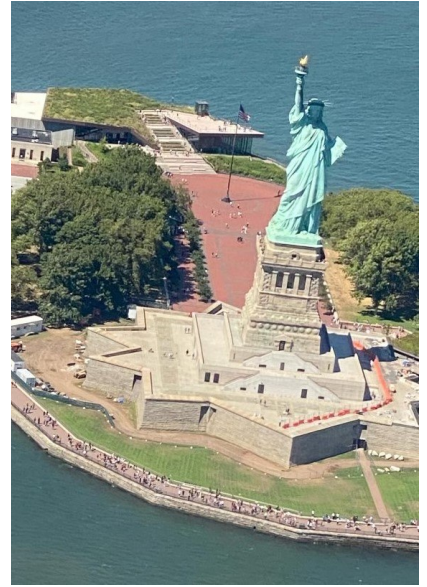
We departed Hagerstown in the morning. The winds aloft were significant reaching up to 60 mph. It is nice seeing a groundspeed in excess of 150 mph. Flight conditions were ideal early on but became turbulent around northeastern Pennsylvania and southeastern New York—reaching periods of moderate turbulence. Conditions were benign as we descended for the approach into Tweed-New Haven Airport. The staff at Robinson Aviation was great to work with offering use of the crew car to get lunch if we needed, and use of the conference room so Dave could attend some work meetings online. Eventually we made our way over to the hotel to check in, get some lunch down the street at a hidden gem of a sandwich shop (Meat & Co.), ultimately making our way to So. Connecticut State's campus for the game. The weather was gorgeous for an evening football game. The outcome was great for Shepherd fans, but the game itself wasn't too exciting as Shepherd won 48-7.



After the game, Dave and I made our way to Frank Pepe's Pizzeria. New Haven is apparently known for its pizza—and we can see why. We ordered a classic Cheese and a Meatball and Ricotta, and both were phenomenal. With a couple of locations around our region, we're pretty sure this is the original location of Pepe's Pizzeria.



In the morning, we took a slight detour on the way home. Since it wasn't really out of the way, we took the scenic route back as we flew down the Hudson River before continuing westward. The air was smooth and traffic was light, which we took advantage of by going back into the Hudson River SFRA at a lower altitude to circle the Statue of Liberty a couple of times. One advantage of being in a low-wing aircraft while we did that—I was able to maintain a visual of the helicopter on the opposite side of “The Lady.” Departing the Hudson River, we made our way to Lancaster Airport (LNS) for lunch and fuel before finally returning to Hagerstown.



## Ray Franze

On September 7<sup>th</sup>, I took advantage of ideal IMC conditions to fly a couple of instrument approaches in actual instrument conditions. I flew the RNAV GPS Rwy 8 approach into Martinsburg's Eastern WV Regional Airport with a full-stop landing, taxi-back, pick-up my clearance back to Hagerstown which I flew the RNAV GPS Rwy 9 approach. Hand-flying an aircraft with no autopilot, single-pilot IFR, in actual IMC definitely helps sharpen the skills. I got the instrument rating for several reasons—to be able to travel when conditions are less than ideal, and to enjoy the views of being on top of an overcast layer. Of course it has its downsides as well (adding time)—it was a 45-minute flight from takeoff at HGR to landing at MRB.



## Elizabeth Thornwall



Last month, my flight instructor and I took off from Frederick in my Cessna 150, planning to fly practice instrument approaches. We were just outside the FDK class D airspace when the engine sound and vibrations suddenly changed. The engine RPM and instruments were all normal. There was no indication of a problem with the engine itself, but it didn't sound right and we also began to smell exhaust. We turned around and landed back at FDK. Turns out the entire back side of the left muffler had fallen out.

Know what your airplane's engine normally sounds like. If you notice it sounds wrong, it's always better to land and check it out on the ground. If we had decided to continue flying, we likely would have gotten carbon monoxide poisoning.

Pictures of the Chesapeake Bay during a flight from Tipton Airport (KFME) to Bay Bridge Airport (W29).

