



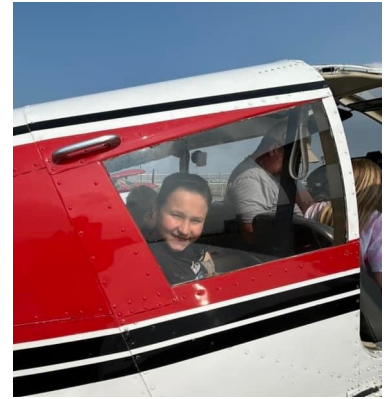
The Hagerstown Homebuilder

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EAA CHAPTER 36

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2023-24 OFFICERS AND SUPPORT STAFF

2023-24 OFFICERS AND SUPPORT STAFF	
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Elizabeth Thornwall	Austin Colby austin@colbytech.com
	Dave Anderson

→→→ **Our next general membership meeting will be held August 1st** →→→

The President's Corner



We did it! We finally held our first public event of the year. We finally served breakfast and flew Young Eagles in 2023. Of course we weren't going to be blessed with a picture-perfect day—but despite the sporty winds we were able to fly approximately 60 YEs on Saturday, June 17th. A special thanks to all of the volunteers who helped out make breakfast and the flights possible. Per standard operating procedure we don't have a chapter breakfast or fly Young Eagles in July.

The downside to attempting to have outdoor events is being at the mercy of the weather. With winds projected to be sporty for the evening of the chapter gathering at Pegasus' RC Flying Club's field in Hagerstown, we postponed the event. I use the word "postponed" because I'm told Pegasus is open to rescheduling the RC demo when the forecast looks more favorable.

It's hard to believe 2023 is half-way over. It seems we've usually accomplished more by this point—more breakfasts, more YE flights, more flyouts, etc.

Speaking of flyouts, the plan to head north to overfly Niagara Falls was inhibited by weather, and then schedules, but also more weather. Saturday, up through mid-day, the Buffalo-Niagara Falls area was under low ceilings—and due to the altitude we're required to overfly the falls, we wouldn't have seen them.

Sunday was impacted by personal schedules as well as much of the area between HGR and IAG showing scattered thunderstorms throughout the area, throughout the day.

Maybe it's time to add some more indoor activities to our repertoire.

July is a big month for EAA. Later in the month EAA's annual pilgrimage will take place in Oshkosh, Wis. for AirVenture. Who is going this year? Who's driving, who is flying in? I won't make it this year, but I look forward to returning in the years to come.

And the deadline for our 2023 Ray Aviation Scholarship is this evening (June 25th), so our Scholarship Committee will likely anoint the chapter's next scholar this month.

A reminder that we're not scheduled to have a monthly chapter gathering in July due to the first Tuesday of the month falling on July 4th. Enjoy family, friends, food and fireworks! Our next scheduled monthly chapter gathering will be at the HGR Aviation Museum on Tuesday, August 1st at 7:00 pm.

Some area news for pilots—Leesburg's (JYO) remote tower ceased operations; however, the airport will still have a local ATC presence utilizing a mobile control tower on the field. I believe I read that there are plans (and funding secured) to construct a permanent air traffic control tower.

I look forward to the times we find ourselves together again—hearing about the progress on personal build projects, flying adventures, and just an overall what's been happening in life.

Until next time

Safe skies!

Chapter 36

News and Events



**There will be no chapter meeting
or Young Eagles event in July.**

Current Fuel Prices as of June 27, 2023		
Airport	SS	FS
Hagerstown	\$6.75	\$7.50
Frederick	\$6.65	\$7.40
Martinsburg	\$6.59	\$6.99
Winchester	\$5.89	\$6.29
Cumberland		\$6.35
Carroll County	\$6.85	\$7.15

www.airnav.com



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

July	
 <p>Fourth Saturday Flyout</p>	<p>Flyout to Arena's at the Airport, Georgetown, Delaware (KGED) on Saturday, July 15th. Time of departure to be determined.</p> <p>*subject to change if POTUS is at his beach residence that weekend</p>
 <p>AirVenture Oshkosh</p>	<p>EAA AirVenture Oshkosh, Monday, July 24th to Sunday July 30th.</p>

June 17th YE Event Photos



Aviation News:

First Steps Taken for Permanent Tower at KJYO
<https://generalaviationnews.com/2023/06/19/first-steps-taken-for-permanent-tower-at-kjyo/>

Soaring in Oregon
<https://inspire.eaa.org/2023/06/22/soaring-in-oregon/>

Training and Safety Tip: Trouble for No Good Reason
<https://www.aopa.org/news-and-media/all-news/2023/may/30/training-and-safety-tip-trouble-for-no-good-reason>

New NPRM Proposes to Formally Restore Flight Training in Experimental Aircraft, Make E-LSAs Eligible for Hire in Authorized Training Operations
<https://www.eaa.org/ea/news-and-publications/ea-news-and-aviation-news/news/loda-nprm>

When All Hell Breaks Loose at 2,700 Feet
<https://generalaviationnews.com/2023/06/26/when-all-hell-breaks-loose-at-2700-feet/>

Recipe for Disaster
Challenging questionable pilot behavior.
<https://www.flyingmag.com/recipe-for-disaster/>

The Pilots Air Traffic Controllers Love
<https://generalaviationnews.com/2023/05/31/what-kind-of-pilots-do-air-traffic-controllers-love/>

Navigating Smoke
<https://www.flyingmag.com/navigating-smoke/>

The Mishaps That Never Happened and Valuable Words of Wisdom
<https://airfactsjournal.com/2023/06/the-mishaps-that-never-happened-and-valuable-words-of-wisdom/>

FAA Updates Nontowered Flight Operations AC
<https://www.aopa.org/news-and-media/all-news/2023/june/21/faa-updates-nontowered-flight-operations-ac>

Musings of a Salty Old Flight Instructor
<https://inspire.eaa.org/2023/06/14/musings-of-a-salty-old-flight-instructor/>

Air Force Air Education and Training Command to Highlight Aircraft, Personnel at AirVenture 2023
<https://www.eaa.org/airventure/ea-airventure-news-and-multimedia/ea-airventure-news/ea-airventure-oshkosh/air-force-air-education-and-training-to-highlight-airventure>

SkyTyping: It's All Up in the Air
<https://www.flyingmag.com/skytyping-saying-it-way-up-in-the-air/>

EAA Aviation Museum Welcomes Two New Exhibits Along With Other Updates
<https://www.eaa.org/ea/news-and-publications/ea-news-and-aviation-news/news/new-exhibits-announcement>

Calm Wind At Nontowered Airport Leads To Landing Incident
<https://www.boldmethod.com/learn-to-fly/maneuvers/calm-winds-nearly-led-to-a-runway-collision-during-the-day-vfr-nontowered/>

Sudden Impact
<https://inspire.eaa.org/2023/06/07/sudden-impact/>

Record-Setting Aviator Dies on Titanic-Seeking Sub
<https://www.flyingmag.com/record-setting-aviator-dies-on-titanic-seeking-sub/>

NASA Axes X-57 Maxwell Before First Flight
<https://www.avweb.com/aviation-news/nasa-axes-x-57-maxwell-before-first-flight/>

D-Day 2024 Legacy Tour Planned
<https://www.flyingmag.com/d-day-2024-legacy-tour-planned/>

Crash Caused by Nail in Piper's Tire from Pilot's Hangar
<https://generalaviationnews.com/2023/06/26/crash-caused-by-nail-in-pipers-tire-from-pilots-hangar/>

The Hangar's Done. What Can I Put In It?
<https://www.avweb.com/ownership/the-hangars-done-what-can-i-put-in-it/>

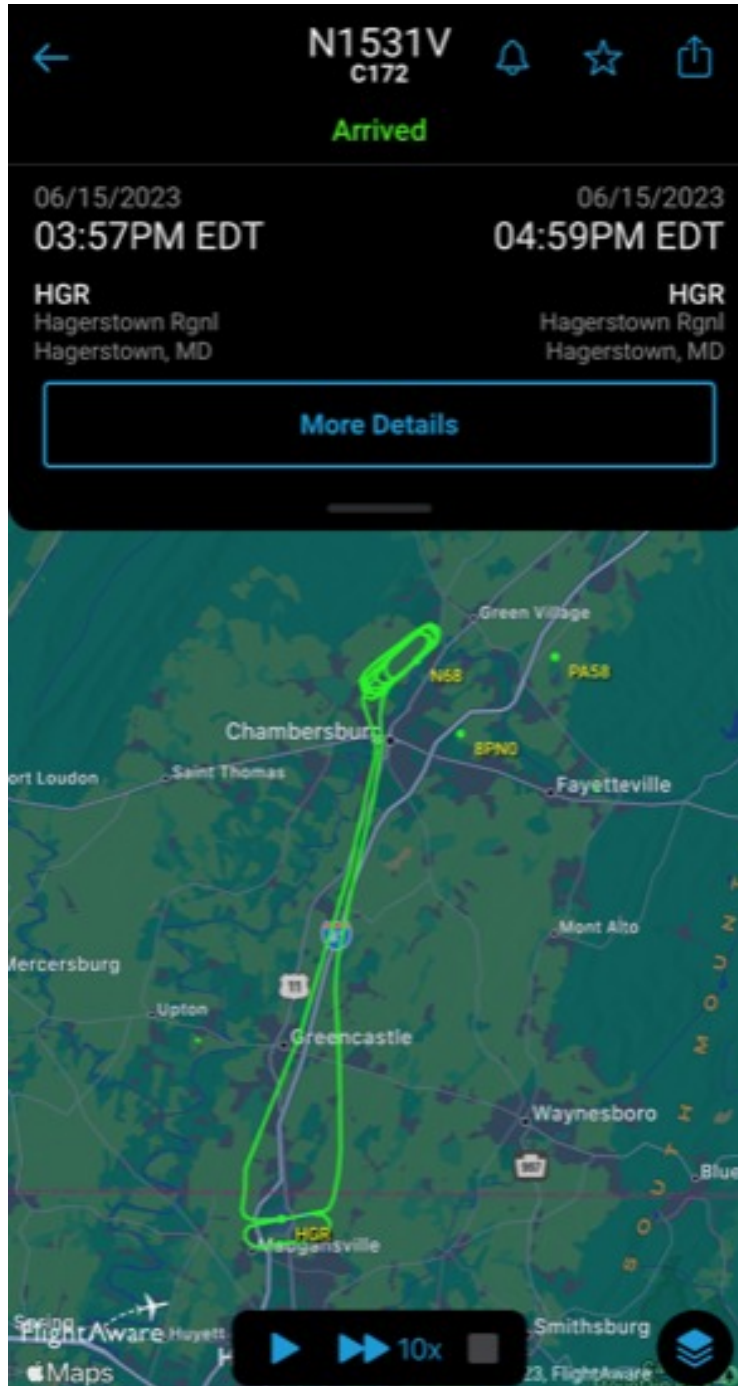
Upcoming EAA Webinars

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

Date	Time	Title	Presenter(s)
7/5/23	7 p.m. CDT	FAA- Here to Help Qualifies for FAA WINGS and AMT credit.	Mike Busch <i>When aircraft owners feel mistreated by their shop or mechanic, they often consider complaining to the FAA. They are often disappointed and surprised by the FAA's unwillingness to get involved. Occasionally, the decision to get the FAA involved backfires and makes things worse for the owner. Mike Busch relates a lengthy conversation he had recently with a retired FSDO inspector who discussed exactly what FAA employees are and are not permitted to do in such situations.</i>
7/11/23	7 p.m. CDT	916iS - The New Rotax Engine Homebuilders Webinar Series	Nino Tavio <i>An in-depth look at the new Rotax 916iS aircraft engine.</i>
7/12/23	7 p.m. CDT	How to Ground an Airplane Qualifies for FAA WINGS and AMT credit.	Prof. H. Paul Shuch
8/9/23	7 p.m. CDT	Unbelievable Compressions Qualifies for FAA WINGS and AMT credit.	Mike Busch <i>The FARs require a differential compression test to be performed at every annual inspection, but it's a really terrible test that is neither reliable (i.e., repeatable) nor a valid indication of cylinder health. In this webinar, Mike Busch, A&P/IA, demonstrates its shortcomings, explains its pitfalls, and emphasizes why poor compression alone should never justify cylinder removal unless backed up by more trustworthy supporting evidence such as a borescope inspection.</i>
9/6/23	7 p.m. CDT	Legal Interpretations Qualifies for FAA WINGS and AMT credit.	Mike Busch <i>We all love the FARs, right? Those regulations are written and maintained by a large team of FAA lawyers who work for the FAA Office of Chief Counsel. If you have a question about the meaning of a particular rule, you can request a "legal interpretation" and usually the responsible FAA attorney will draft one for you. More than 1,000 of these legal interpretations can be found online. Some are quite surprising and counterintuitive, and some significantly alter what most of us thought the regulations mean. In this webinar, Mike Busch, A&P/IA, reviews some of the most interesting, surprising, and significant ones that pertain to aircraft maintenance.</i>

Ray Aviation Scholarship Update: Madison Richardson

This month has been very busy with my personal schedule as I was at civil air patrol encampment for an entire week. Because of this I only flew once this month. I flew the 15th and we did some basic pattern work at both N68 (Franklin County) and KHGR! I also am trying to find new ways to improve my landings, so on this flight I tried sitting up higher and I think it was helpful!!



25 Years Ago Today – June 2, 1998

Thanks to Jay Kanagy

The regular monthly meeting of the Hagerstown Chapter 36, EAA., Inc. was held in the EAA Hangar located at the Washington County Regional Airport on Tuesday, June 2, 1998. The meeting was called to order by Acting President Ken Bercau at 7:30, with nineteen members and guests present. Ken welcomed everybody. The Operating Committee and Board of Directors will meet in the EAA Hangar Lounge the last Tuesday of each month.

BUSINESS MEETING:

Hagerstown Fly-In and Young Eagles Day. June 13 and 14. Members are asked to help set up on Friday evening between 6:00 and 6:30 P.M. Carolyn will come and escort the members and the equipment across the runway. Ken has seen about porta-potties. They cost \$56.00 each for the two days – total cost \$112.00. Ken will order them to be set up on Friday. Walter will call the Tower on Saturday and Sunday morning to see which way the wind is blowing and then he will know which way to park the airplanes. Runway 2 and 20 will not be closed. We will need one or two wing walkers for each airplane in the taxi way area. We will set up stanchions at Aero Smith for the Young Eagles and to keep people off the ramp and fuel truck areas.

The PR's have been sent out. Twelve notices have been sent to area newspapers and radio stations. The insurance forms have been taken care of. Walter to see Phil Ridenour about getting an ambulance to be on duty.

ANNOUNCEMENT, PROJECTS:

Mini-Max – Walter Green – project moving. Are planning on mounting the wings. The left wing struts are on. Come out and see what has been done. Walter urged the members to come out and spend two hours with the guys. Show a little interest in the project. If you don't or can't work on it, just talk with the guys. Walter again suggested that the Chapter build Earl Witts's Monti. He has everything to build it. The chapter can then sell it and the Chapter can keep the profit.

Ken introduced the guest, Rick O'Donnell. He is a National member and he is looking for a local Chapter. He wants to come out and help on Wednesday.

There has been talk of forming an ultralight club with the Mini-Max when it is finished. If you are interested see Bob and Dave Berger, Kevin Green – Ultralights and his plans for the future.

Kevin has now extended his runway to 2800 feet and larger airplanes can now come in with ease. He now has 76 acres, can now sell lots and is putting up hangars. You can put 4 experimental airplanes in one hangar. They will be Butler type buildings. He plans his grand opening this fall (postponed from last year). Maybe the Chapter can participate in it. So far, he has had 164 landings; and an ultralight club based there. They are trying to make ultralights legal as they are safer. The ultralight section is growing by 900 06. There are over 100 manufacturers for ultralights. Things are changing every day. He now has a training program. He wants to teach safe flying. He learned about ground effect and wind shear the hard way. Kevin went to Eagle Air and got his pilots' license. The maintenance is up to the owner. A two place trainer weights about 450 pounds and carries 10 gallon of fuel. Cost \$80.00 up for basic instructions; \$50.00 hour for ultralight instruction – plane, gas, etc.; and \$50.00 to \$90.00 before solo – at least 10 hours. Each ultralight reacts differently. It takes from three to ten hours transition time from heavy planes to ultralights to fly safely. The Ran S-12 is the top trainer. It is very strong and hard to break if built correctly – takes about 80 hours to build from a kit. In 1996, 50% of the ultralights had parachutes on – gives a comfort level to the pilot. There are now over 100 ultralights clubs with a membership over 14,000 pilots. People are going to ultralights because there is less hassle and expense. Ken thanked Kevin for a very informative program.

Meeting adjourned at 9:00 P. M.

Submitted by June Green

Members' Pages

Marshall Martin & Dave Anderson



Marshall Martin's maiden voyage up and down the Hudson River courtesy of Dave Anderson. In Dave's BRM Aero Bristell.



Ray Franze

Pictures from a flight I took this past Friday, 6/23. Conditions were ideal for getting some instrument flying time in "actual IMC" and shooting several instrument approaches. The locations of the pictures is the area from Hagerstown to Winchester and anywhere in between.



A picture of the mobile control tower that is being used at Leesburg, VA. Allegedly, a permanent control tower will be constructed at JYO. Picture not mine, grabbed from the Loudoun Times-Mirror.