



# The Hagerstown Homebuilder

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

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## Chapter 36 Aircraft of the Month



**Ol' Sarge, Joe Boyle**

# EAA CHAPTER 36

**January 2022**

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2021-22 OFFICERS AND SUPPORT STAFF	
<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>
Board of Directors:	
<b>Joe Boyle</b> <a href="mailto:joeboyle1@myactv.net">joeboyle1@myactv.net</a>	<b>Mark Hissey</b> <a href="mailto:mehissey@gmail.com">mehissey@gmail.com</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>

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

## The President's Corner



Happy New Year!

I hope everyone enjoyed a joyous, peaceful, safe, and healthy holiday season. A special Thank You! to Curtis and Kate Berry for hosting chapter members for the traditional Christmas Party. The food was delicious and plentiful; and the camaraderie was second-to-none. We missed those who couldn't make it this year and hope to see you there next time. I would also like to say Thank You! to Gary Keller for the chapter hangar's holiday display—hopefully the hangar community appreciated it as they passed by this season.

As we begin the new year, things are already looking brighter. Of course there's the simple fact that we've recently passed the winter solstice so daylight is lingering just a little bit longer each day going forward. Additionally, the James Webb Space Telescope *finally* launched into space. The kids and I were fortunate to see it in the flesh over five years ago at Goddard Space Flight Center in Greenbelt, MD. I'm pretty sure it was overdue and overbudget back then. Congratulations to everyone who played a role in its development and launch, may it endure safe travels, and we look forward to seeing the images it captures. And lastly (*spoiler alert*), Andrew Russell—our Ray Aviation Scholar—passed his FAA Knowledge Test about a week ago. With that hurdle out of the way, Andrew doesn't have many flights remaining prior to taking his checkride. I want to also say Thank You! to everyone who played a role in helping him along the way from grilling him with test questions and/or sharing words of wisdom throughout his journey. Congratulations Andrew!

The Young Eagles RC Build & Fly project is pretty much complete. We're awaiting the coordination of good weather and availability to fly the aircraft at the Pegasus RC Flying Field. A big Thanks! to Pete Walters and Jim Marsden leading the charge to see this project through; and the families who tirelessly brought their kids out week after week to participate. Thanks to Gary Keller and Gil Motz we even managed to squeeze out a couple of pedal plane projects on Thursday nights as well. Now that we found our groove—time to build more, right?

We have taken ownership of a Heath Parasol and its components have moved into our hangar. Work on this build project is slated to begin in the near future. Come on out and lend a hand. It's my understanding we'll have members working on several sections of the plane at one time. I usually come out for the hangar flying sessions, but I might be expected to jump in on this one.

Don't forget to send in your annual chapter dues if you didn't sign up for the 3-year or Lifetime membership options last year. You can find the amount for local chapter dues below as well as our chapter's new address in case you prefer to send 'em in by mail. Digital payment options aren't far behind and we'll let the chapter know once that goes live.

Hopefully many of you participated in EAA's annual survey. We get credit for participation in EAA's Chapter Recognition Program. We'll send out our own survey via Google Docs in the near future. Slightly redundant, but usually much more involved and localized (*unique*) to our chapter and activities. Your feedback and input are valuable to providing vectors for the direction of your chapter.

I look forward to seeing what 2022 brings our chapter in the form of new members, new and continued activities and adventures, and member accomplishments throughout the year.

Until next time ....

Safe skies!

# Chapter 36

## News and Events

### CHAPTER 36 NOW HAS AN AIRPORT MAILBOX

**Mail can be sent to:**  
**EAA Chapter 36**  
**18515 Henson Blvd, Box 14**  
**Hagerstown Regional Airport**  
**Hagerstown, MD 21742**

(18515 Henson Blvd **Hangar 6A** will work also)

Alladin Awards of Funkstown donated the address plaque for the mailbox

### Current Fuel Prices

as of  
December 21, 2021

Airport	SS	FS
Hagerstown	\$5.35	\$6.10
Frederick	\$5.80	\$6.55
Martinsburg	\$5.35	\$6.10
Winchester	<b>\$5.19</b>	\$5.59
Cumberland		<b>\$5.25</b>
Carroll County	\$5.55	\$6.55

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



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

### January



**Chapter Meeting**

Monthly chapter meeting on Tuesday, January 4th, 7:30 p.m. at the Hagerstown Aviation Museum.

**Happy New Year!**

## Honoring Paul and Continuing Education



Paul Poberezny used to say that EAA is like a three-legged stool.

“It has an aviation component, or leg, a social component, or leg, and an education component, or leg. If any one leg of the stool is not in place, the stool falls over, and so does EAA,” explained John Egan, EAA senior manager for Chapters and Young Eagles.

“For many years there has been an image of a stool that we’ve been using to promote this concept, and now we finally have an actual wooden stool of our own,” John said. “We educate our chapter leaders on this subject matter, and we teach them that if they follow this rule, having an education, social, and aviation leg of their chapter, they will be successful.”

EAA Chapter 36 Vice President Gary Keller decided it was time that EAA finally had a real stool, and offered to turn the image into reality.

John said the chapters department is looking forward to taking this stool to chapter events as an educational tool.

“We travel around the country in the winter months, putting on chapter leadership boot camps, and we also invite chapters to come to Oshkosh in the winter months to attend a chapter leadership training academy, so this stool will be a great visual aid to talk about this philosophy that Paul Poberezny instilled in us,” John said.

Gary fabricated two wooden stools, one for EAA’s chapters department to use as an educational aid, and the other for EAA CEO and Chairman of the Board Jack J. Pelton to keep in his office.

## Aviation News:

### Tips for Improving the Young Eagles Flight Experience – 5-Part Series

<https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/news/2021-12-07-tips-for-improving-the-young-eagles-flight-experience-5-part-series>

### Skyhawk pilots debrief Hawaii emergency landing

CFI, student, passengers, airplane all unscratched  
<https://www.aopa.org/news-and-media/all-news/2021/december/07/skyhawk-pilots-debrief-hawaii-emergency-landing>

### EAA Surpasses 250,000 Members

<https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/news/12-01-2021-eaa-surpasses-250000-members>

### NOTAMs Change—and We Change With Them

<https://www.flyingmag.com/notams-change-and-we-change-with-them/>

### What It’s Like to Fly the World’s Largest Airplane

<https://www.flyingmag.com/what-its-like-to-fly-the-worlds-largest-airplane/>

### 4 Ways To Make The Most Of Your Next Flight Lesson

<https://www.boldmethod.com/blog/lists/2021/09/four-ways-to-make-the-most-of-your-next-flight-lesson/>

### Safety Is a Year-Round Pursuit

<https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/news/12-02-2021-safety-is-a-year-round-pursuit>

### Brig. Gen. McGee celebrates 102nd birthday

Tuskegee Airman honored at Randolph Air Force Base

<https://www.aopa.org/news-and-media/all-news/2021/december/07/brig-gen-mcgee-celebrates-102nd-birthday>

### Riding The Roller-Coaster of Inspection

<https://www.flyingmag.com/the-new-owner-riding-the-roller-coaster-of-inspection/>

## \$ Chapter Membership Dues \$

Student – \$5

Individual - \$30  
Individual (3) - \$75\*

Family - \$40  
Family (3) - \$105\*

Lifetime (I) - \$350  
Lifetime (F) - \$500

Honorary – Free

*\*(3) = three-year membership*

### What does local chapter membership support?

- PIA scholarship fund
- Youth flight training scholarship
- Youth RC project
- Young Eagles events
- Pancake breakfasts
- EAA national chapter dues & insurance
- Young Eagles Workshops
- Movie Nights
- Pedal Plane projects
- EAA youth camp sponsorships
- Banquet Awards
- VMC/IMC Club events
- Build project aircraft and supplies
- Hangar rent and utilities to support activities
- Tools and Accessories
- Machinery
- Technical Counselor access for member build projects
- Flight Advisor access for member build projects
- Flyouts and other social events
- Online seminars
- Speaker presentations
- Volunteer opportunities
- Member accomplishment celebrations
- Host annual Poker Run
- Marketing / Promotional activities
- **List may include activities that are proposed but not presently active**

## Ol' Sarge Part 2

### Joe Boyle



N68902, (“Sarge”) was flown regularly through the remainder of 2010 and the first six months of 2011. He went through his test regimen with the usual teething pains but flew well with the additional horsepower. On June 4, 2011 we made a flight to Green Landings ahead of a thunderstorm coming out of the west. After landing, I was stopped by a resident and shut down so that I could hear what he was trying to tell me. The message was about the impending thunderstorm. Restarting a hot 2 stroke is a challenge which I tried to overcome with a shot of ether in each carburetor. As I pulled the rope to try to start it, it dawned on me that the throttle was wide open. It started on the first pull and decided to leave without me. I grabbed the left lift strut which resulted in the plane circling me at full power, knocking me on my fanny, running over me and also over the resident's golf cart. It then proceeded across the runway and into a patch of woods behind the first hangar. It was still running wide open when I reached it and shut it off. The damage to the right horizontal stab, right elevator, fuselage and wings precluded further flight. My buddies Greg Clopper and Don Myers came to my aid after a frantic phone call, brought a trailer, helped me remove the wings and hauled it back to Potomac Airpark. I was so disgusted with myself and the situation that I just put him in storage for awhile. He remained in hibernation for nine years.



**Belly sanding**

On 11/4/2020, he came out of hibernation after my conscience nagged me into bringing him back to health, and the repairs to the fiberglass on the fuselage began. After that was completed and primed, I cut a section of the fiberglass and foam out of the belly under the cabin, re-enforced the structure that holds the landing gear and installed a new one piece aluminum gear on radius blocks similar to those on a Grove gear. I re-used the axles, wheels, brakes, tires and ran new brake lines. I repaired the foam, re-glassed and finished the landing gear area and primed it. Then it was all new right side windows. I fabricated a new right horizontal stab and elevator and glassed and prepped them for paint. The rudder escaped the incident unscathed.



**New right tail**



**Old rudder**

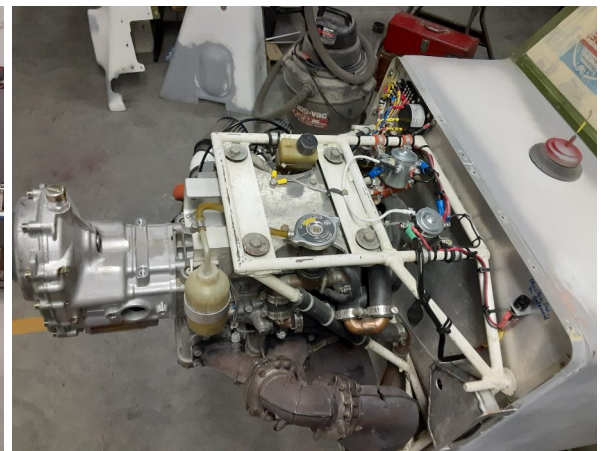
I had promised my wife, Janet, that I would convert Sarge to electric start if I ever flew it again so, as good as my word, I removed the “C” gearbox and sold it and purchased an “E” box to facilitate electric start. That meant a cowling modification as the 2 boxes are not the same shape.

The plan all along, from the time he was built, was to paint Sarge Army OD green in a scheme similar to a Cessna L-19/ O-1 “Birddog”. The paint came from Tractor

Supply and he received his uniform at the airport. I painted the tops of the wings white and yellow to prevent mid airs when the F-105's came down on my smoke. I also added four rockets ala Vietnam era O-1's. Ann at Customizers on Penn. Ave. made me all the graphics. I added the “Pleiku” banner in honor of the 219th Army Aviation Company that was based at Pleiku and flew O-1's. The Vietnam markings are to honor all Vietnam vets and to finally give them a well deserved “Welcome Home” salute.



He flew again on 10/21/2021 after a decade long hibernation.





## Upcoming EAA Webinars

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

Date	Time	Title	Presenter(s)
1/5/22	7 p.m. CST	<a href="#">Balky Alternator</a> <b>Qualifies for FAA WINGS and AMT credit.</b>	Mike Busch <i>Maintenance expert Mike Busch describes how he dealt with an intermittent alternator failure on his airplane, how he was able to troubleshoot the problem and then resolve it quickly and economically. Mike's tale offers some lessons that apply to a wide range of intermittent aircraft problems, and demonstrates why aircraft owners may be in a much better position to troubleshoot such problems than their mechanics.</i>
1/11/22	7 p.m. CST	<a href="#">The Incredible, Roadable Aerocar Museum Webinar Series</a>	Chris Henry and Ben Page <i>Join EAA Aviation Museum staff members Chris Henry and Ben Page as they explore the incredible Aerocar — a concept to make a vehicle that can drive like a car and also be converted for flight.</i>
1/12/22	7 p.m. CST	<a href="#">Ground Reference Maneuvers — Practicing Precision Patterns</a> <b>Qualifies for FAA WINGS credit.</b>	Prof. H. Paul Shuch <i>Ground reference maneuvers are called out as a required training area in the private pilot air certification standards and the sport pilot practical test standards. But they are more than merely boxes to check off during your practical test. In this webinar, you will learn how to master them, and become a safer pilot through precision pattern practice.</i>
1/18/22	7 p.m. CST	<a href="#">Young Eagles Coordinator Orientation</a>	David Leiting <i>Learn how to perfect your chapter's Young Eagles rallies, improve operational efficiency, and maximize Young Eagles' flight experience. EAA Eagles Program Manager David Leiting will cover a wide range of topics including YoungEaglesDay.org — EAA's Young Eagles pre-registration system, EAA's new eSignature app for Young Eagles waivers, best practices for rallies, and how to keep youth involved in aviation following a Young Eagles flight.</i>
1/20/22	7 p.m. CST	<a href="#">Become a Better Chapter Leader</a>	Charlie Becker <i>Chapters Director Charlie Becker provides insights on the necessary tasks associated with the president and vice-president positions within EAA chapters, as well as tips on chapter management and critical due dates for chapter-related events.</i>

# Ray Aviation Scholarship Update: Andrew Russell



## I CAN FLY!

I passed the written with a score of 83% with the help of Ray and Tobias! I took the test on December 23 before school (so my Mom got her Christmas present early). That night Tobias asked me to go night flying with him, this was my first experience night flying. Tobias reported to my parents, “We flew up to Harrisburg international (KMDT) and Andrew got to see UPS land in front of us and now understands why we land and takeoff “in the bowl” so we can avoid the wake turbulence from a much bigger plane.” The next morning I had my wisdom teeth removed, my Mom

thought it was a good idea to get it done on Christmas eve.

Short term plans, to finish my flight lessons and take my oral and check ride before the end of February. Then I will go in for my First-Class medical exam in March.

Long term plans, to pick out a college that has a flight school. I have applied to nine colleges that are part of the Delta propel program. Delta offers a career path at fifteen universities. Successful candidates will be provided a Qualified Job Offer (QJO) detailing a defined path and an accelerated timeline to become a Delta pilot - and then helps achieve the necessary qualifications along the way. Pilots meeting the requirements of the Delta Propel program can progress through in 42 months or less. The program is open to Juniors and Seniors at one of our partner universities. Also, to help pay for college I would like to fly military aircraft for the Air National Guard or Reserves. Until next time, see you in the skies!



## Members Page



**Ray Franze**

On our way out of the Key West, we stopped in to see the Air Museum hosted by EAA Chapter 1241, the Southernmost EAA chapter at Marathon in the Florida Keys. Similar to our last visit a couple of years ago, there's usually at least one friendly face happy to walk around explaining their artifacts and all things aviation including EAA. It's definitely worth a stop if you find yourself down this way.

