



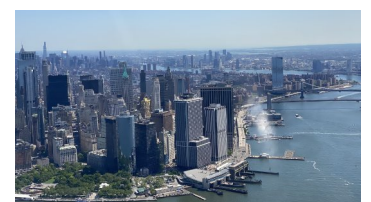
The Hagerstown Homebuilder

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EAA CHAPTER 36

July 2022

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2021-22 OFFICERS AND SUPPORT STAFF	
President: Ray Franze raymond.franze@gmail.com	Vice-President: Gary Keller garylkeller261@gmail.com
Secretary: Dean Popio dmpopio@gmail.com	Treasurer: Dean Popio dmpopio@gmail.com
Young Eagles Coordinator: Curtis Berry cberry@myactv.net	Tech Counselor - Flight Advisor: Gary Hartle g.hartle@comcast.net
Webmaster: Carl Thornwall thorn@myactv.net	Newsletter Editors: The Thornwall Family thorn@myactv.net

Board of Directors:	Joe Boyle joeboyle1@myactv.net
Jim Marsden jim.mindy@myactv.net	Austin Colby austin@colbytech.com
Elizabeth Thornwall	Dave Anderson

→→→ **Our next general membership meeting will be held July 5th** →→→

The President's Corner



I am reminded that time flies by quickly as we have reached the midpoint of 2022; and summer is officially here. June was fairly mild with weeks that felt like we had already reached October, but the heat is starting to show up and linger. Of course, this time of year is notorious for pop-up thunderstorms.

So I wasn't thrilled when I heard a sequel to Top Gun was on the horizon. Often times sequels fail to be as good as the original—and I like to see iconic movies stay as stand-alone classics. Once the sequel, Top Gun: Maverick, was released I failed to find one negative review from friends and acquaintances, so I felt obliged to watch it myself. I didn't think it was "amazing," but it's worth going to see—and probably worth catching on a big screen while it's still in the theaters.

June kicked off with an off-schedule flyout to explore the Hudson River Corridor. My last trip up the Hudson River was 10 years prior, so it was nice to finally make that flight again. And it was special to share the experience with a handful of other members who were experiencing it for the first time. You can find a lengthier write-up further below in the newsletter.

Our monthly chapter gathering in June ran later than usual; but it was worth it. A special "Thanks!" to David Weaver with the Mid-Atlantic Soaring Association for the very enjoyable, and thorough presentation on soaring as well as the incredible bonus feature about the U-2 spy plane.

And a heartfelt "Thanks!" for Austin's efforts to make the program available to those joining in remotely. The initial A/V feed was not seamless and Austin could be seen going back and forth, checking and re-checking settings followed by setting up a new online session via MS Teams and verifying the quality of the feed with some joining remotely.

The Young Eagles and Chapter Breakfast event for June was cancelled. The forecast was calling for strong winds with stronger gusts reaching approximately 30 mph. This was a great call to scrub the event. I could hear the strong winds outside my house and the reported winds were as strong as forecasted when I periodically checked throughout the morning. Certainly not conditions for giving the kids a positive experience. The next scheduled Young Eagles event is Saturday, August 20th.

Progress is being made inside the chapter's hangar on build nights. The Stolp V-Star is coming along and each time I see it I grow a little more optimistic that we might actually finish it this year. And we got the pedal planes down to get some pictures of them outside in the sun to go along with the sales ad which will go live very soon.

Weather and schedules have conspired against those seeking to fly the RC Build & Fly aircraft at the Pegasus Flying Field. Cross your fingers for good weather on Thursday, July 7th. Flying the RC aircraft is the culmination of a lot of hard work put in by the kids under the guidance of Pete Walters and Jim Marsden.

Our "Fourth Saturday Flyout" to Cumberland for breakfast at the airport's Hummingbird Café was successful on several fronts. We had six aircraft and 11 members take part in the flyout—and it's great to see new participants and aircraft joining the fun. For a hot June day, the air was silky smooth over the numerous ridges along the way. The food was delicious and reasonable, and the restaurant was able to accommodate our sizeable crowd—it took three tables, but we were next to each other. Also, the full-service fuel was \$0.90/gallon cheaper than the self-serve fuel at Hagerstown—and they drove to the restaurant's ramp where we were parked to service the aircraft.

It's July—that means it's time for EAA's AirVenture. The annual pilgrimage to aviation's Mecca at Oshkosh, Wis. is just a few weeks away. We have a small contingent of members making the journey one way or another (some flying, some driving) and it would be nice to coordinate a chapter get-together at some point—so let us know if you're planning to make it up there. Safe travels to everyone going!

The deadline for Ray Aviation Scholarship applicants to submit their application package is this Sunday, July 3rd, by 11:59 pm. The scholarship committee will review the packages and select a winner with the formal award to take place at some point afterward.

I'm not sure if I mentioned this yet or not; but 2022 is an EAA Chapter 36 election year. Give some thought if you would like to serve as an officer, a board member, or take charge of an activity/program. You may have noticed the number of emails I send out decline in recent weeks—maybe you didn't say anything because secretly you've enjoyed the relative silence. We could always use some extra help leading a program, coordinating logistics for events, etc. Let us know if you're willing step in to help out.

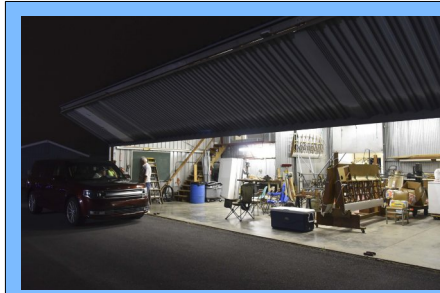
The gate code to enter the T-hangar area at the airport is changing as it does each year around this time. You should have seen an email from me by now with the new code. Since the newsletter is on our website and available for public consumption, we don't have it listed in here.

This may be my longest newsletter comments ever, so until next time

Safe skies!

Chapter 36

News and Events



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

No build night on Independence Day, July 4th.

Current Fuel Prices

as of
June 27, 2021

Airport	SS	FS
Hagerstown	\$7.40	\$8.15
Frederick	\$7.24	\$7.99
Martinsburg	\$7.39	\$7.99
Winchester	\$7.27	\$7.67
Cumberland		\$6.55
Carroll County	\$7.20	\$7.70

www.airnav.com

July



Chapter Meeting

Monthly chapter meeting on Tuesday, July 5th, 7:00 p.m. at the Hagerstown Aviation Museum hangar with a feature presentation by Dave Verdier – WWII Scrapbook.



Chapter Flyout

Flyout to Mifflin County Airport, Reedsville, PA for EAA Chapter 518 Breakfast on Saturday, July 9th. Time of departure To Be Determined.



Pancake Breakfast

Chapter Pancake Breakfast fundraiser during Hagerstown Aviation Museum's Open Airplane Day on Saturday, July 16th, time TBD.

Young Eagles event TBD.



Cessnas2Oshkosh

Cessnas2Oshkosh mass arrival on Saturday, July 23rd.



AirVenture Oshkosh

EAA AirVenture Oshkosh, Sunday, July 24th to Saturday July 30th. (We may coordinate a get-together for the chapter members going to Oshkosh)

Aviation News:

Are You Really Ready To Fly to Oshkosh?

<https://www.flyingmag.com/are-you-really-ready-to-fly-to-oshkosh/>

See and Be Seen

Forest canopy hides a lost aircraft

<https://www.aopa.org/news-and-media/all-news/2022/june/pilot/never-again-be-seen>

AirVenture Oshkosh 2022 Daily Air Show Schedule Set

<https://www.eaa.org/airventure/eea-airventure-news-and-multimedia/eea-airventure-news/eea-airventure-oshkosh/airventure-2022-schedule-released>

The Secret to Passing

Understand Why You Are Learning Each Concept

<https://www.aopa.org/news-and-media/all-news/2022/july/flight-training-magazine/checkride-101-secret-to-passing>

Plan Your Fireworks Tour Flight

Celebrate Independence Day in the air

<https://www.aopa.org/news-and-media/all-news/2022/june/16/plan-your-fireworks-tour-flight>

10 Things You Should Do Before Flying Into An Unfamiliar Airport

<https://www.boldmethod.com/blog/lists/2022/06/10-things-you-should-do-before-flying-into-unfamiliar-airports-every-time/>

The ‘Other’ CFIs

You don't need a buddy, you need a teacher

<https://www.aopa.org/news-and-media/all-news/2022/may/pilot/flying-life-the-other-cfis>

How You Can Stay Cool in the Cockpit

<https://www.flyingmag.com/how-you-can-stay-cool-in-the-cockpit/>

Yellow Ribbon Honor Flight Back For EAA AirVenture Oshkosh 2022

<https://www.eaa.org/airventure/eea-airventure-news-and-multimedia/eea-airventure-news/eea-airventure-oshkosh/2022-6-08-yellow-ribbon-honor-flight>

Me And The A-10

<https://www.avweb.com/insider/me-and-the-a-10/>

New Chart Symbols Aim to Increase Situational Awareness About Airport Hotspots

<https://generalaviationnews.com/2022/06/07/new-chart-symbols-aim-to-increase-situational-awareness-about-airport-hotspots/>

Is It OK To Fly Through MOAs?

<https://www.boldmethod.com/learn-to-fly/airspace/flying-through-military-operations-area-moa-vfr/>

It's Obvious...or Is It?

<https://generalaviationnews.com/2022/06/16/its-obvious-or-is-it/>

Poker Run National Flight Challenge Introduced

<https://generalaviationnews.com/2022/06/09/poker-run-national-flight-challenge-introduced/>

Epic Weather Looming? Run Screaming Into The Night

<https://www.avweb.com/insider/epic-weather-looming-run-screaming-into-the-night/>

Training and Safety Tip: Alternatives Are Essential

<https://www.aopa.org/news-and-media/all-news/2022/june/06/training-and-safety-tip-alternatives-are-essential>

What to Pack If You're Camping at EAA AirVenture

<https://www.flyingmag.com/what-to-pack-if-youre-camping-at-eea-airventure/>

Radio Confidence

<https://www.avweb.com/flight-safety/technique/radio-confidence/>

How To Avoid Wake Turbulence

<https://www.boldmethod.com/learn-to-fly/aerodynamics/how-to-avoid-wake-turbulence-takeoff-landing/>

Upcoming EAA Webinars

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

Date	Time	Title	Presenter(s)
7/5/22	7 p.m. CDT	EAA's Online Builders Log Homebuilders Webinar Series	Don White and Charlie Becker <i>Don White and Charlie Becker review the features and discuss usage tips of the free to EAA members online builders log.</i>
7/6/22	7 p.m. CDT	TBO 5000 Qualifies for FAA WINGS and AMT credit.	Mike Busch <i>In 2011, a 14-member Midwest flying club needed to decide what to do about its 1997 Cessna 172R whose Lycoming IO-360 engine had reached its 2,000-hour TBO. The club turned to its maintenance officer for advice, and he turned to Mike Busch's company Savvy Aviation. Thus began a collaboration that resulted in the Skyhawk's engine continuing in service for another decade until it reached the ripe old age of 5,000 hours, saving the club about \$60,000. In this webinar, Mike tells the story of how this was accomplished and talks about why every engine deserves the chance to continue in service "until its time comes."</i>
7/13/22	7 p.m. CDT	Squawk Talk — All About Radar and Transponders Qualifies for FAA WINGS and AMT credit.	Prof. H. Paul Shuch <i>Ever since World War II, radar systems have been used to detect, direct, and destroy aircraft. But, who exactly are you seeing, tracking, or shooting at? In this FAA Safety Team WINGS and AMT Award presentation, Prof. H. Paul Shuch tells you how transponders were developed to precisely locate, and uniquely identify aircraft.</i>
8/2/22	7 p.m. CDT	Homebuilt Highlights from AirVenture Homebuilders Webinar Series.	Marc Cook <i>Kitplanes Magazine's Editor in Chief Marc Cook will cover the important homebuilt news, products, and just plain cool aircraft that caught his eye at AirVenture 2022. Even if you attended AirVenture 2022, put this one on the calendar as you just can't see it all.</i>
8/3/22	7 p.m. CDT	Disastrous Annual Qualifies for FAA WINGS and AMT credit.	Mike Busch <i>In this webinar, maintenance expert Mike Busch A&P/IA tells the sad tale of a highly experienced aircraft owner who took a newly purchased airplane to a shop he'd never used before for the first annual inspection on his watch. The annual turned into a disaster that resulted in the airplane being unflyable for more than a year and a huge invoice far beyond the shop's estimate. The sad part is that all of this could have been prevented had the owner simply dealt with the shop in a more businesslike manner, something Mike explains in detail. This should be a cautionary tale for every aircraft owner.</i>

Flyout Report: Hudson River Corridor

On Saturday, June 4th, three planes carried eight individuals for a flight up the Hudson River Corridor. The proximity of Yankee Stadium to the Hudson River causes the river to be blocked by a Temporary Flight Restriction (TFR) an hour before opening pitch to one hour after the game when the NY Yankees have a home game. Due to a scheduled home game that afternoon, we departed Hagerstown in the morning.

The flight requires some planning as flying the Hudson River involves specific altitude restrictions and mandatory reporting points. The group reviewed the NY SFRA course available on the FAA Safety.gov website and got together Thursday evening prior to the flight to plan the route.

Doylestown, PA (DYL) was chosen as an intermediate stop for a chance to add fuel if needed, visit the restroom, and to revisit the game plan prior to reaching the Hudson River.

Chad Gross, Ray Franze, and Chad's son, Matthew, departed first in the Tailwinds Flying Club's Piper Cherokee 180, N8468W. Shortly after, Dave Anderson and Jim Hauber departed in Dave's BRM Aero Bristell, N937LC. And a few moments later, Austin Colby with his wife Brittany and daughter Mackenzie, departed in their Cessna 182, "Hearty Pet One" (N20761).

We ended up flying as a flight of three up to Doylestown. Harrisburg Approach had the two aircraft in trail squawk "Standby" to keep their systems from constantly providing traffic alerts for the three of us. Chad and Ray were the lead flight and communicated with Harrisburg, Reading and Philly Approaches while the others monitored the transmissions. We also utilized an air-to-air frequency to communicate during the flight.

Not including the delay on the ground at Doylestown, the flight time from Hagerstown to the Verrazano Narrows Bridge—where you enter the Hudson River Corridor from the south—was approximately 1:30. As we approached New York City, we had to be aware of the various floors of New York's City's Class B airspace.

The procedures call for local traffic to remain below 1,000'. Local traffic involves any air traffic that wants to make up their own routes and altitudes on the fly. This includes the many tour helicopters buzzing around. For aircraft wanting to transition the Hudson River from south-to-north or vice-versa, fly between 1,000'-1,299' and treat it like a roadway—sticking to the right-side of the river. Class B airspace begins at 1,300' over the river and you can request clearance from NY Approach for the "Skyline Route."

Flying from south-to-north, pilots report the following mandatory waypoints on the River's CTAF frequency: Verrazano Narrows Bridge ("VZ"), "Statue of Liberty," "Clock," "Intrepid," George Washington Bridge ("GWB") and "Alpine Tower."

We listened to the Hudson River CTAF as we crossed New Jersey to build a mental picture of the air traffic in the area. The frequency was quite active, but we found the vast majority of the chatter was coming from helicopters operating well below our altitudes. For a gorgeous morning, there wasn't much airplane traffic flying the Corridor. After passing the Alpine Tower, each aircraft continued upriver to the Tappan Zee Bridge where the river widened before turning around go back through the Corridor southbound.

Upon passing over the Verrazano Narrows Bridge for the second time, we made our way back to DYL where we walked to have lunch at the Cross Keys Diner where the portions are huge. The diner is right at the end of the runway, but to get to it you have to go around which ended up being about a 0.8 mi walk each way for most of us—Mackenzie got to ride on dad's shoulders for a good stretch of it.

The flight back to HGR was quite bumpy and not nearly as enjoyable as the other three legs of the trip. All-in-all, a great flight and a consensus that flying the Hudson River wasn't as intimidating as it might seem. I don't know when, but I'm sure we'll go back before long.

Below are links to videos captured by Dave Anderson's 360° camera mounted outside his aircraft. Five are various stages of the flight and one shows Austin passing by off Dave's left wing. Due to the camera used, if viewed on a tv via app or on a computer, you can move the camera around to catch 360° of views.

Austin passing off Dave's left wing

<https://www.youtube.com/watch?v=11zq3Q6Rrzs>

Part 1 - Entry into the Hudson River Corridor

<https://www.youtube.com/watch?v=1t9iMCRnD0M>

Part 2 - Northbound

<https://www.youtube.com/watch?v=mAf5vybAZ5U>

Part 3 - Reversing course at the Tappan Zee Bridge

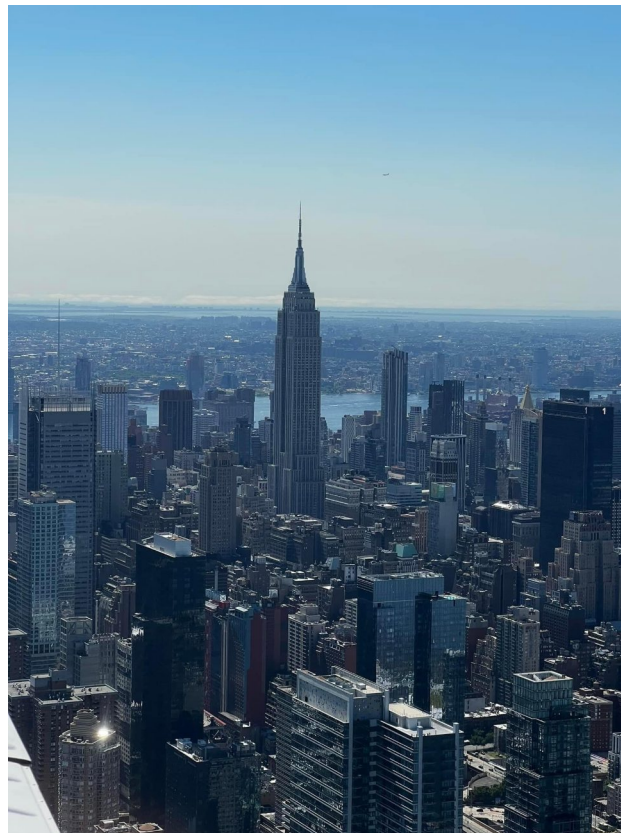
<https://www.youtube.com/watch?v=XiAmKZ-xRzQ>

Part 4 - Southbound

https://www.youtube.com/watch?v=GeK_NsUAdYY

Part 5 - Southbound and nearing the VZ Bridge to exit and head back to DYL

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



Hudson River Flyout Photos



Flyout Report: Cumberland Breakfast

On Saturday, June 25th, six aircraft carried 11 members westward to Cumberland (CBE) for breakfast at the airport's Hummingbird Café. Fun fact, Cumberland is a Maryland airport that is actually located in West Virginia.

A few new faces joined in on the fun. Elliott Haines flew over with Curtis and Kate Berry in their Cardinal (N53543); and Marshall Martin flew his Cessna T206 (N206WT) over. Ray Franze led the gaggle in the Cherokee 180 (N8468W), followed by Dave and Rayanna Anderson in their BRM Aero Bristell (N937LC), Mark and Sandy Hissey in their Piper Archer (N8097Q). With the nose strut rebuilt, Gary Keller and Gil Motz were able to fly the Chapter 36 Flying Club Cessna 172 (N8223U) for this month's flyout—and no surprise due to it's 145 hp engine, they brought up the rear.

The air was very smooth from HGR to CBE. Slightly hazy (it is summertime in the Mid-Atlantic), but not an issue. It was neat listening to the radio communications of each aircraft requesting taxi and takeoff clearance while airborne and already enroute.

A couple who flew in from Altoona, Pa. (AOO) marveled at the sight of a conga line of aircraft coming in to park and inquired if it was an organized flyout. Two planes were parked on the restaurant's ramp when we arrived and our six quickly filled the remaining space as best as we could.

Most of us took advantage of the full-service fuel price of \$6.50/gallon—which as of this afternoon is \$0.90/gallon cheaper than the self-service fuel price at HGR. The FBO brought the truck over to restaurant to fuel our planes. When I asked for 10 gallons in the left tank, he asked for my credit card. I told him I would need that for the restaurant and was told he'd be back with it well before we were done eating. Sure enough, not only did he fuel our planes up at the restaurant, he came back not long after we were seated with our cards and receipts—great fuel price and service.

Despite a limited seating area inside the restaurant, Hummingbird Café was able to accommodate our group with two tables and a corner booth—all near each other. Meals included breakfast sandwiches on toast, omelets, eggs with home fries and sausage, and peach cobbler French toast. Before tip, my meal was only \$10 nearly a third of that was due to a \$3 orange juice. So one can have a good meal at a reasonable cost there.

The flight back was smooth over the ridges despite the rapidly increasing heat. We did encounter light chop once we cleared the ridges and were over the valley making our way back into the traffic pattern at HGR. Elliott rode back with Ray—his first flight in a low-wing plane since 1963 (I'm pretty sure that's the year).



While we could have “car pooled” better, there's a sense of accomplishment at the controls of a successful flight—and the ramp looks better with more aircraft. Of course with avgas prices being what they are now, car pooling is a prudent idea. Hopefully there's enough interest in future flyouts between pilots and non-pilots that we need all of these aircraft and more while using up every available seat. It was great to catch up, talk about the upcoming trip to AirVenture at Oshkosh, Wis., meet new friends, renew experiences and just overall enjoy some more camaraderie amongst the chapter.

Cumberland Flyout Photos



Ray Aviation Scholarship Update: Andrew Russell



Check Ride!

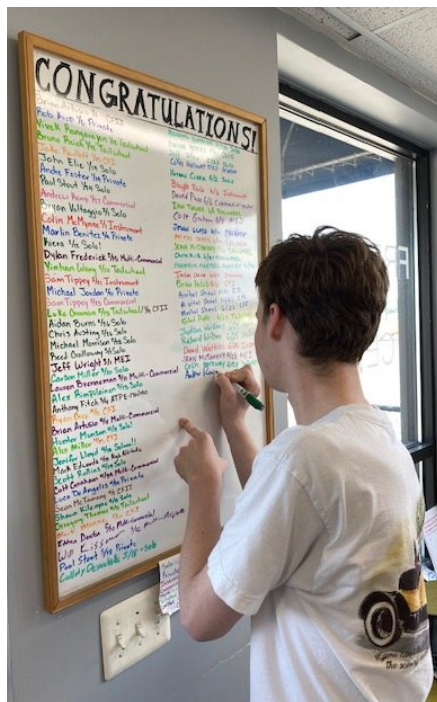
On Tuesday June 28, I took my check ride, at Martin State Airport (MTN) and PASSED! I am officially a Certified Private Pilot! The last three weeks have been intensive studying and flight practicing. I couldn't have done this without the guys from EAA drilling me on the oral part of the test on Monday nights, especial shout outs to Elizabeth, Paul, Ray, Tobias, and Austin, for all your patience.

This month was not only busy with studying but also my high school graduation, graduation party weekend with family and friends. My 18th birthday was in the middle of the week with my parents getting me a new iPad to use in flight planning. Also of course, items for my dorm room.

I will be working two jobs this summer at Olive Garden and Brooks Brothers. Hopefully getting a little flight in too. I am planning on going to Oshkosh and if anyone has room in their plane, I am looking just for a ride there. I will be joining my family after for our traditional vacation to the Franklin Automobile Trek in Syracuse NY.

And lastly my final decision is to attend The University of North Dakota in Grand Forks, ND. They run Piper Archer and Piper Seminole. They have a CRJ200 Simulator and will be getting an Allsim in December. My Dad and Sister will be driving me out the end of August. I will be finding out my classes on July 12. Also the school's policy is to have no flight training the first semester that I am attending. Since the school is so far away, I won't be home for Thanksgiving break but will be home for Christmas.

Thanks again for all your help and support through the process of getting my Private Pilot's License Certification!



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.