



The Hagerstown Homebuilder

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EAA CHAPTER 36

June 2022

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Elizabeth Thornwall	Dave Anderson

→→→ **Our next general membership meeting will be held June 7th** →→→

The President's Corner



It might have felt like mid-August during our recent Chapter Breakfast/Young Eagles event, but it was still May. My sincere “Thanks!” and appreciation to everyone who came out to work and support our event. We found ourselves with offers of additional volunteer support throughout the morning, despite being fully staffed which is great to see. We will certainly need the extra help in the coming months. Both Concessions and Young Eagles went approximately 90 minutes beyond when we usually cease operations. Your efforts, however, were not in vain. Our net revenue was significant—and for the second month in a row, we flew over 60 Young Eagles.

And we managed to reach, and surpass, 7,000 Young Eagles flown by EAA Chapter 36. This milestone is a testament to the Chapter’s commitment to sharing its love of aviation with the community as it seeks to inspire youth and grow the aviation community. A special shout-out to Pete Walters for his efforts to ensure we marked the occasion with a festive celebration.

At the tail end of April we had our first Chapter flyout of 2022. Six aircraft and 13 members gathered for breakfast at Martinsburg’s Crosswinds Café. The food was delicious and the prices were extremely reasonable. The short distance was also easy on the amount of avgas expended. Hopefully, the weather cooperated, and we were able to make it up to Lancaster, PA for lunch at Fiorentino’s just a few days ago. There was interest in adding unique adventures beyond the mid-Atlantic region. So coming up on June 4th will be a group flyout to fly the Hudson River corridor.

Due to the distant adventure at the beginning of the month, we’ll keep it local with a flyout to Cumberland for breakfast or lunch toward the end of June. I did also find out the weekend of June 4-5 is the first of two breakfast weekends for our friends at EAA 1041, Gettysburg, PA.

A special “Thanks!” to our very own Jack Soronen and The Recreational Aviation Foundation for our first feature presentation of the year. This month our guest speaker will offer a presentation on glider flying and the Mid-Atlantic Soaring Association; with possible bonus material about the U-2 spy plane.

The 2021 Ray Aviation Scholarship program is in its final stages as the 2022 Ray Aviation Scholarship process is just getting underway. Andrew Russell’s checkride is currently scheduled for June 10th. I can’t say enough about the chapter members who have stepped up to work with Andrew as we help prepare him for the finish line. Of course it’s good for ourselves to review the material and use the opportunity to strengthen our own aeronautical knowledge as we impress upon Andrew that a good, conscientious pilot is always learning. The deadline for completed application packages—to include three letters of recommendation—is 11:59 pm on Sunday, July 3rd. Contact me for the application package and any questions about the scholarship.

We recently had our second Board meeting of the year. This meeting was the first for Elizabeth Thornwall and Dave Anderson since they expressed interest in, and were approved to join, the Board. They might be regretting that decision after watching the Board’s ability to get side-tracked, digress, and beat and kick a dead horse around. But I trust they also saw a group of passionate, invested individuals who have a common goal to help the Chapter carry out its mission today while solidifying its future.

During our recent Board meeting, we were informed that our active membership has grown to exceed 60 members—with more coming in. This is outstanding! And I appreciate everyone’s passion and dedication to make EAA Chapter 36 an organization that aviation enthusiasts want to belong to.

If I remember correctly, it wasn't long ago that our active membership was in the upper-30s to low-40s. We are certainly trending in a positive direction.

Until next time

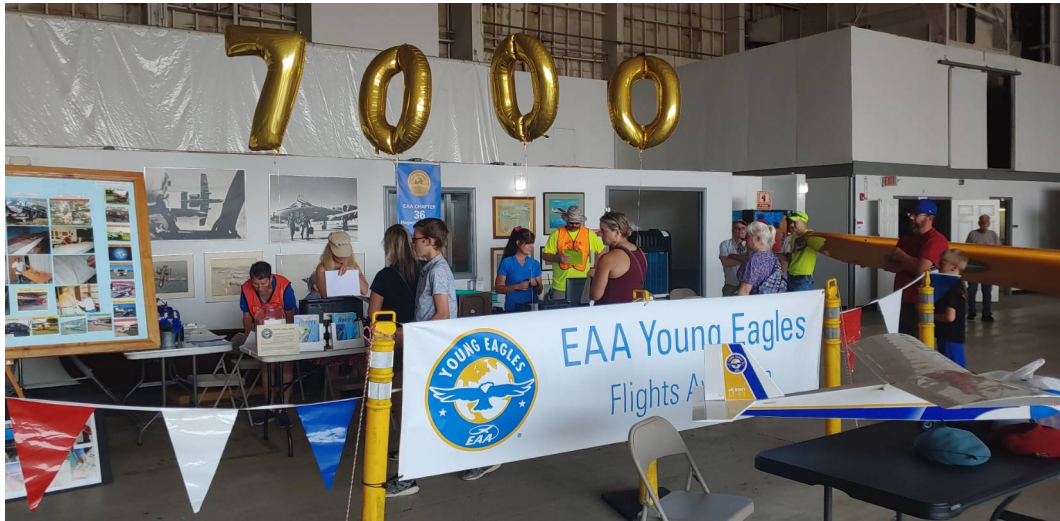
Safe skies!

Lastly, Congratulations! to one of our newer members, Tina Richardson, who passed her Private Pilot checkride in May—and even more recently, joined the Chapter 36 Flying Club.

Young Eagles and Breakfast Event



Chapter 36 has flown over 7,000 Young Eagles!



V-Star Update

The SA900 fuselage is back in the EAA hangar.

Cindy and I went up to Don's and brought her home this afternoon.

The Thornwall family helped us unload in Hagerstown.

– Joe Boyle



Chapter 36

News and Events



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

Current Fuel Prices

as of
May 19, 2021

Airport	SS	FS
Hagerstown	\$6.65	\$7.40
Frederick	\$6.65	\$7.40
Martinsburg	\$6.79	\$7.59
Winchester	\$6.29	\$6.79
Cumberland		\$6.55
Carroll County	\$6.10	\$6.95

www.airnav.com

June



Hudson River Flyout

Hudson River corridor flyout on Saturday, **June 4th**. Time of departure is to be determined.



Chapter Meeting

Monthly chapter meeting on Tuesday, **June 7th, 7:00 p.m.** at the Hagerstown Aviation Museum hangar, with a feature presentation by the Mid-Atlantic Soaring Association.



YE Build & Fly

The RC airplane that the kids built over several months will take to the air, weather permitting on **June 9th, 6:30 p.m.** at Pegasus RC Flying Club airfield, 19880 Old Forge Road, Hagerstown.

Watch the kids fly! Everyone is welcome.



Young Eagles Event

Our next Young Eagles and breakfast event will be on **June 18th** at the Hagerstown Aviation Museum.



Fourth Saturday Flyout

Flyout to the Hummingbird Cafe at Greater Cumberland Regional Airport (KCBE) on **June 25th**.

Meal: Breakfast or Lunch (to be determined).

Aviation News:

Can't-Miss Events At This Year's Oshkosh
<https://www.flyingmag.com/cant-miss-events-at-this-years-oshkosh-airventure-airshow/>

As real as it gets

'Top Gun: Maverick' aerial action made by pilots
<https://www.aopa.org/news-and-media/all-news/2022/may/26/as-real-as-it-gets>

How Two Air Traffic Controllers Helped a Passenger Land an Airplane
<https://www.flyingmag.com/how-two-air-traffic-controllers-helped-a-passenger-land-an-airplane/>

Passenger-Turned-Pilot Tells Story On 'Today' Show
<https://www.flyingmag.com/passenger-turned-pilot-tells-story-on-today-show/>

EAA AirVenture Oshkosh 2022 Notice Released
<https://www.eaa.org/airventure/ea-airventure-news-and-multimedia/ea-airventure-news/ea-airventure-oshkosh/2022-05-24-notam-release>

USAF Crew Sets Record With 24-Hour KC-46A Pegasus Flight
<https://www.flyingmag.com/usaf-crew-sets-record-with-24-hour-kc-46a-pegasus-flight/>

Will GA Have a Fuel Problem?
<https://www.flyingmag.com/will-ga-have-a-fuel-problem/>

Tragedy halts Nebraska STOL event
Pilot killed after apparent stall-spin from 400 feet
<https://aopa.org/news-and-media/all-news/2022/may/21/tragedy-halts-nebraska-event>

What Are Cross-Controlled Stalls?
<https://www.boldmethod.com/learn-to-fly/aerodynamics/cross-controlled-stalls-what-are-they/>

A Bustling Time for Young Eagles
<https://www.eaa.org/ea/news-and-publications/ea-news-and-aviation-news/news/2022-05-24-ye-coordinator-updates-may>

Top Gun Maverick Official Trailer & First Look
<https://www.youtube.com/watch?v=kMJutPDB-w0>

7 Causes Of Learning Plateaus, And How To Solve Them
<https://www.boldmethod.com/blog/lists/2022/05/seven-causes-of-learning-plateaus-during-flight-training/>

Can You Put Automobile Gas in Your Aircraft?
<https://www.flyingmag.com/can-you-put-automobile-gas-in-your-aircraft/>

'It's just such a great job'
<https://www.aopa.org/news-and-media/all-news/2022/may/19/its-just-such-a-great-job>

That sinking feeling
Smooth out your flaps technique
<https://www.aopa.org/news-and-media/all-news/2022/may/pilot/flying-smart-sinking-feeling>

How Fighters Like the F-18 Make Clouds
<https://www.flyingmag.com/how-fighters-like-the-f-18-make-clouds/>

Oshkosh Flying Memories
<https://www.flyingmag.com/oshkosh-flying-memories/>

Early Analysis video examines fatal STOL accident
<https://generalaviationnews.com/2022/05/27/early-analysis-video-examines-fatal-stol-accident/>

Why You Need More Crosswind Correction During Your Landing Rollout
<https://www.boldmethod.com/learn-to-fly/maneuvers/why-you-need-increasing-crosswind-correction-during-your-landing-rollout/>

Air Force punishes Hurricane Hunters for stop to get motorcycle
<https://www.airforcetimes.com/news/your-air-force/2022/05/11/air-force-punishes-hurricane-hunters-for-stop-to-get-motorcycle/>

Upcoming EAA Webinars

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

Date	Time	Title	Presenter(s)
6/1/22	7 p.m. CDT	<u>Failure to Rotate (Burned Valves)</u> Qualifies for FAA WINGS and AMT credit.	Mike Busch <i>Savvy Aviation's Mike Busch discusses the function of exhaust valve rotator caps and their importance to keep unwanted deposits from sticking to the valve seat. Mike will review the causes of burned exhaust valves, and discuss ways to prevent and remediate without removing the cylinder.</i>
6/7/22	7 p.m. CDT	<u>One Week Wonder Build: AirVenture 2022 Homebuilders Webinar Series.</u>	Mark Schaible and Charlie Becker <i>Coming up at AirVenture 2022, EAA will be organizing a group of volunteers to build a Sonex Waix in 7 days. This webinar will provide an overview of the build, equipment, and volunteer opportunities.</i>
6/8/22	7 p.m. CDT	<u>Home Flight Simulation for Training and Proficiency – Part II</u> Qualifies for FAA WINGS credit.	Evan Reiter and John Albers <i>Home flight simulation is widely considered an essential training aid for proficiency, avionics familiarization, and communications practice. But are you getting the most out of your home simulator experience? Following our introductory session in March, pilots and “flight simmers” from Flight Simulation Association return to present a detailed look at home flight simulation hardware. With a focus on using simulators integrated with real, human air traffic controllers, we’ll look at the computers, flight controls, and peripherals that make up the ideal home flight simulator — for beginners through to advanced “simmers.”</i>
6/14/22	7 p.m. CDT	<u>Aluminum Overcast, the history of EAA’s B-17</u> Museum Webinar Series.	Chris Henry and Ben Page <i>The B-17 is an icon of World War II, and the legendary bravery of the combat crews is still talked about today. EAA’s B-17 tours the country to educate and inspire. Join EAA Aviation Museum staff members Chris Henry and Ben Page as they discuss the history of EAA’s B-17, N5017N.</i>
6/15/22	7 p.m. CDT	<u>Getting Started With the Skew-T Weather Diagram</u> Qualifies for FAA WINGS credit.	Scott Dennstaedt <i>The Skew-T log-P diagram is the best-kept secret in aviation weather forecasting if you know how to unlock its secrets. Learn from Dr. Scott Dennstaedt the basic principles and concepts of weather by also learning how to interpret the Skew-T diagram. This tool will enhance your preflight weather briefing in a way that few other tools can.</i>
6/22/22	7 p.m. CDT	<u>Tips for Flying Into EAA AirVenture 2022</u> Qualifies for FAA WINGS credit.	Fred Stadler <i>Learn all about the 2022 AirVenture NOTAM arrival procedures. EAA’s volunteer NOTAM Chairman, Fred Stadler, describes FAA required procedures and shares useful tips for reducing pilot workload when flying into Oshkosh for AirVenture 2022.</i>

Flyout Report: Lunch at Lancaster

The flyout to Lancaster Airport (LNS), PA for lunch at Fiorentino's on-field Italian restaurant was symbolic of the Chapter's "adapt and overcome" ability. Driving to the airport the line of clouds to the northeast of Hagerstown were low and indicative of a front. Depending on the weather service used, the chance returned for scattered thunderstorms throughout the area at varying hours of the day. And the low pressures signaled that the weather wouldn't drastically improve for the flight to LNS and back.

Never mind the weather; Gary and Gil arrived at the hangar to find -23U with a collapsed nose gear strut. Fortunately, Ray had seats available in the Tailwinds Flying Club's Piper Cherokee 180—N8468W.

Curtis and Kate departed early in their Cardinal, destined for Westminster's Carroll County Airport (DMW) for cheaper avgas—approximately \$0.50/gallon cheaper than the self-serve fuel at Hagerstown. They would head north from there and meet us at Lancaster.

There was some concern about a direct flight to LNS from HGR which involved flying over ridges with relatively low clouds and strong surface winds. Not the most ideal environment for a fun flight to go have lunch with friends. Ray and Dave elected to fly up the valley—essentially mirroring I-81 past Chambersburg and Carlisle. Lengthier than a direct route, it afforded them an opportunity to check out the actual ceilings enroute while affording them with plenty of "outs" along the way.

Just as we were a few miles east of Franklin County Regional Airport (N68) and about to request Flight Following from Harrisburg Approach, we heard Curtis checking in with them. Shortly after Dave checked in with Harrisburg Approach, the controller queried Dave if he and I were essentially together—not a formation flight, but two aircraft flying from the same departure airport, flying the same route, and to the same destination. From that moment forward when talking to Dave, the controller referred to Ray and those in -68W as "company traffic." And when Ray told Harrisburg Approach he needed to descend to 3,000' for clouds [Appch wanted us at 3,500' over Capital City (CXY) and Harrisburg International (MDT)], the controller proactively called Dave and said, "-7LC that goes for you as well, approved to 3,000,' maintain VFR." It was the loosest formation flight I ever flew (~ 5 nm), but Harrisburg Approach essentially treated us as a "flight of two."

Lancaster greeted us with strong winds, but they were predominantly aligned with the runway. Curtis and Kate were already seated at a table on the patio which recently re-opened following renovations. Michelle joined us from Frederick (FDK) with her son and Lin Caywood—an active pilot and instructor at Bravo. Their departure was delayed, but thanks to modern communication capabilities they were able to relay their food orders to those of us already at the restaurant. This really came in handy since they had to depart earlier than the rest to get the plane back to Frederick. The food was really good which is typical of Fiorentino's; and the prices were reasonable. You should fly to LNS for lunch or dinner; it's truly worth it. When you do though, tanker enough fuel to get back home or to another airport with reasonable avgas—per AirNav, LNS' self-serve fuel price is \$7.70/gallon. The FBO is now in the main airport building, and they now have a bin full of chocks on the ramp near the pedestrian gate everyone uses for the restaurant.

Michelle and company departed for Frederick. After a while, the rest of us made our way back to the planes. Dave and Ray pretty much took the same route back to Hagerstown while Curtis and Kate went westward.

For our second flyout of the year, we had four aircraft and 10 people. Next month (6/25) we'll head back to where it started in 2020—Hummingbird Café at Greater Cumberland Regional Airport (CBE). Whether we have breakfast or lunch there, and therefore the ETD, is yet to be determined.



Ray Aviation Scholarship Update: Andrew Russell



Check Ride!

I am working on the oral part of the final exam! Also working on flight, did a practice test flight with another instructor I have never flown with. I will be taking my check ride on Friday June 10. Hopefully we can celebrate soon!

I've been busy with senior year of high school. I go to Barbara Ingram School for the Arts (BISFA) in the technical theater program. I get to make sets, upholstery furniture and paint. We have a big two weekend performance the last weekends of April and then another senior showcase final gala. I will be graduating on June 1 with a party on Saturday June 4 which everyone is invited to, email my Mom at

amkemp@hotmail.com for directions.

This month we did our final college tour but this time it was virtual, logistically we just couldn't make it happen. The University of North Dakota in Grand Forks, ND, is another top flight school. They run Piper Archer and Piper Seminole. They have a CRJ200 Simulator and will be getting an Allsim in December. Stay tuned for the final decision!

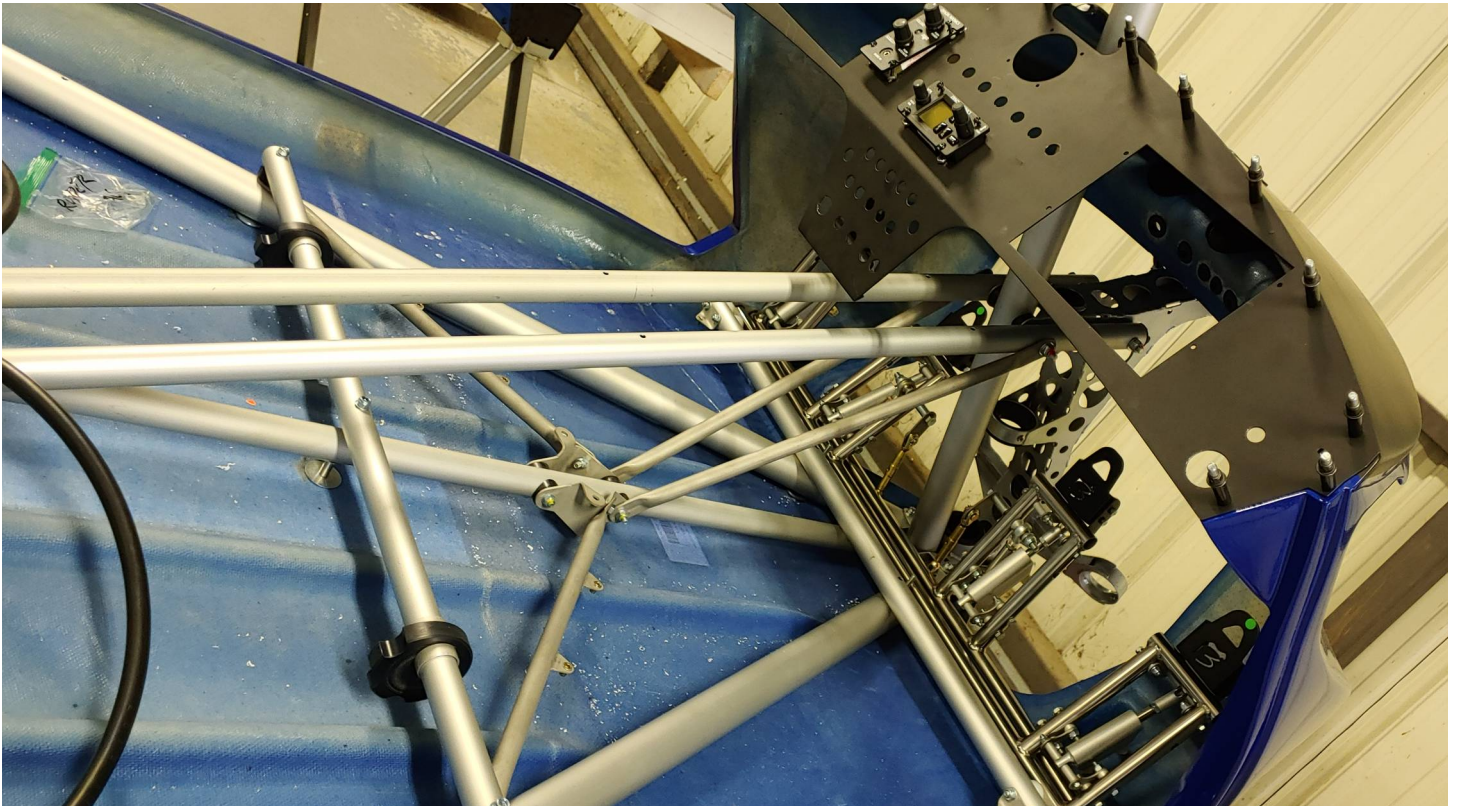
I will be working two jobs this summer and hopefully getting a little flight in too. I am planning on going to Oshkosh and if anyone has room in their plane I am looking. Looking forward to finally going! Will also be getting ready to go off to college (wherever that is) and hopefully getting time in to work with the EAA build nights.



Members Pages

Pete Walters

I'm still devoting most of my time towards Karen's health concerns. Her chemo is nearly complete, and she's tolerating it pretty well. I have managed to get in some construction. The fiberglass portion that goes under the belly and comes up and forms the firewall and dashboard has been remounted (aligned correctly this time). The seat height adjuster is in, and the rudder pedals are positioned. I've also test fit the panel. See the photo:



Quotes:

#1. Young fellow after his very first Young Eagle flight: "This is the best day of my life!"

#2. Curtis Berry had just told me he was going to take his Cessna Cardinal to a Cardinal fly in. With all those identical airplanes, I asked him how he picks his out of a crowd. "Mine's the red one." Me: "Aren't they all red?" Him: "No. Very few."

Shows what happens when you make an assumption based on a single data point.

– Pete Walters

Elizabeth Thornwall

Pictures of flooding on the Potomac River after the big rain storm at the beginning of May.



Bird nesting season is here. We've found nests both in the hangar at HGR and in the plane when it was tied down at FDK. Just another reason to do a thorough preflight inspection of the aircraft before flying!



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.