



# The Hagerstown Homebuilder

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

Vol. 30 No. 12

December

2021



# EAA CHAPTER 36

**December 2021**

## CONTENTS

*Cover Page  
Chapter Officers  
President's Corner  
Chapter News  
'Ol Sarge Part 1  
Member Spotlight  
Aviation News  
Upcoming EAA Webinars  
Scholarship Update  
Members Pages*

**Published by  
EAA Chapter 36  
Hagerstown, MD  
[chapters.eaa.org/EAA36](http://chapters.eaa.org/EAA36)**

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>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 December 7th** →→→

## The President's Corner



The holiday season is upon us. The feasts of Thanksgiving have recently concluded; and it's a natural moment to take stock in the things we are thankful for. We have a lot to be thankful for in our chapter given all that happened throughout 2021. We continued to meet in person monthly thanks to the Thornwalls opening their hangar for us to use and the HGR Aviation Museum allowing us to hold presentations in their new facility. We flew over 200 Young Eagles, achieved a significant financial shot in the arm during Wings & Wheels, started and nearly completed a YE RC build, completed the build and restoration of two pedal planes, awarded the inaugural Walter Green Memorial Scholarship, awarded our third Ray Aviation Scholarship, saw our second scholar become a private pilot and watched our first Ray Scholar continue to add ratings and certificates. A few flyouts when weather permitted and our first Poker Run despite mother nature's insistent interference. Thanks to our guest speakers throughout the year for the educational and stimulating presentations. And a special thanks to our members for helping to make everything we've done this past year possible. *It takes a village ...* and we have one of the best!

Curtis and Kate Berry are opening up their home to the chapter for the annual Christmas party. Saturday, December 18<sup>th</sup> beginning at 6:00 pm. Be sure to RSVP ahead of time so they know how many to expect. Directions were mailed out to the members; let us know if you need another copy.

Join us for our monthly chapter gatherings. They're still at the HGR Aviation Museum albeit in the conference room. Good, and important, discussions about chapter business with more to come as we piece together our plans forward for the coming year(s). I know I've said it a bunch, but it's worth repeating—your input/feedback is important to the chapter. It's your chapter and without that feedback I don't know what you would like us to do that we're not doing, or what you don't like about things we are doing.

The weather is colder and it's dark out earlier. If you're going flying make sure to dress warm, perhaps carry a flashlight or two with fresh batteries—on second thought that's probably just good advice for any kind of traveling during the winter months.

In unrelated news that nobody but me probably cares about, the Shepherd University Rams advanced to the Super Region 1 Championship (Quarterfinals, Elite Eight, etc.) in the NCAA Division II playoffs. It's tough road ahead but hopefully we'll see them in the national championship game later this month. Go Rams!

Whether your upcoming holiday season is centered around a manger, a menorah, a Festivus pole, a room piled full of presents and/or traveling to see family and friends, may everyone enjoy good health, solid wealth, and an abundance of happiness as we close out 2021 and move into the new year.

Happy Holidays, and as always ....

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)

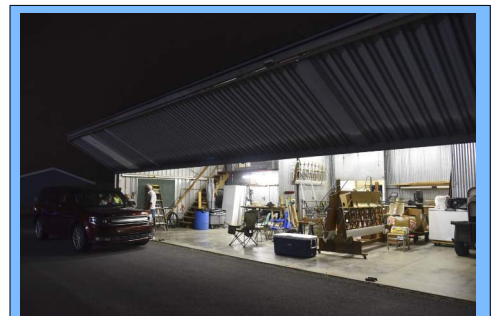
Alladin Awards of Funkstown donated the address plaque for the mailbox



Young Eagles Build & Fly Program meetings at the Chapter 36 Hangar, Thursday nights at 7 p.m.

<b>Current Fuel Prices</b>		
as of November 16, 2021		
<b>Airport</b>	<b>SS</b>	<b>FS</b>
Hagerstown	\$5.35	\$6.10
Frederick	\$5.90	\$6.65
Martinsburg	\$5.35	\$6.35
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.

### December



**Museum Picnic**

The Hagerstown Aviation Museum's end of the year picnic on December 5th has been  **canceled**.



**Chapter Meeting**

Monthly Chapter meeting on Tuesday, December 7th, 7:30 p.m. at the Hagerstown Aviation Museum.



**Holiday Party**

Holiday Party at Curtis and Kate Berry's residence on Saturday, December 18th at 6:00 p.m. (RSVP's appreciated).

# 'Ol Sarge

## Joe Boyle



'Ol Sarge began life from a set of plans purchased at a fly-in at Smoketown airport, PA. by Warren Jefferies, a past Chapter 36 member, in October of 1987. He built the basic fuselage, then the project stopped when he fell ill on June of 1987.

The fuselage of 'Ol Sarge was given to me and stored in my hangar at the airport until I retired from AT&T in 1999.

I resurrected him in September of 1999, moved him to my garage at home as a retirement project and built the rudder, horizontal stabilizers and elevators thru the fall and winter of 1999 to teach myself how the fiberglass process was done.

In the spring of 2000, the project went back on hold for most of that year when I went back to work for AT&T as a contractor. 2001 was mostly like 2000 and very little got accomplished. 2003 was much like 2002 as I tackled a remodeling project for my daughter on a row house in south Baltimore. That

lasted till May of 2004. I worked on the fuselage when I had time thru the rest of 2004 but progress was slow as I went to work for Hagerstown Aviation Services as a full time mechanic.

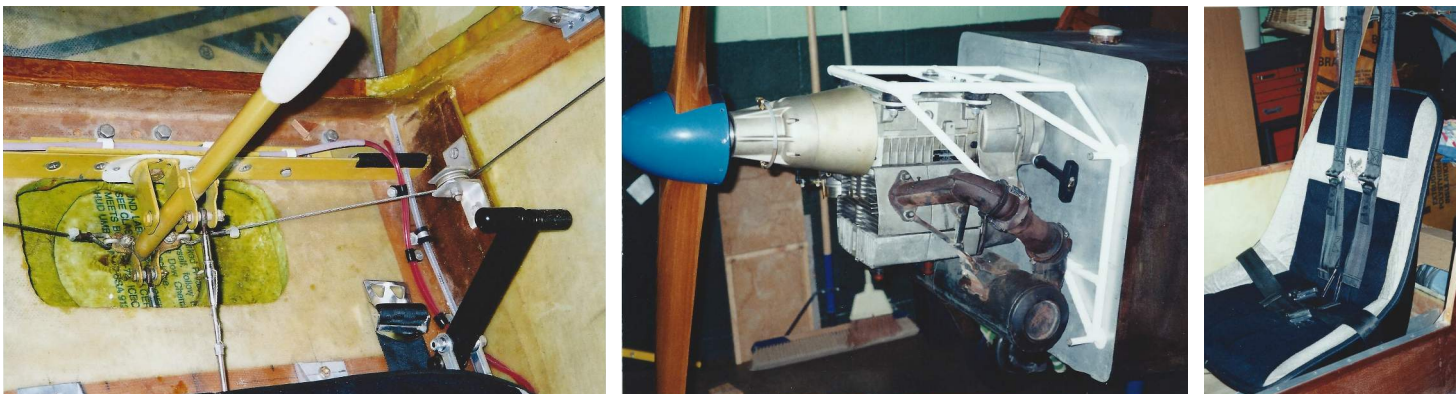
In 2005 & 6, I got the controls for the ailerons and elevators in, the rudder cables run and the rudder pedals installed, the braces for the tail surfaces fabricated, the tailfeathers installed and rigged, the tailwheel spring fabricated and installed, and the Matco tailwheel installed.

I glassed the landing gear legs and installed the Matco wheels and brakes that I rescued from the Flymarket at Oshkosh that year as well as the split hydraulic handbrake controls that I found at Oshkosh Flymarket.

Homebuilders are accomplished scroungers. Next was the instrument panel. The cabinet grade plywood for the panel came from a surplus kitchen cabinet door at Hagerstown Kitchens.



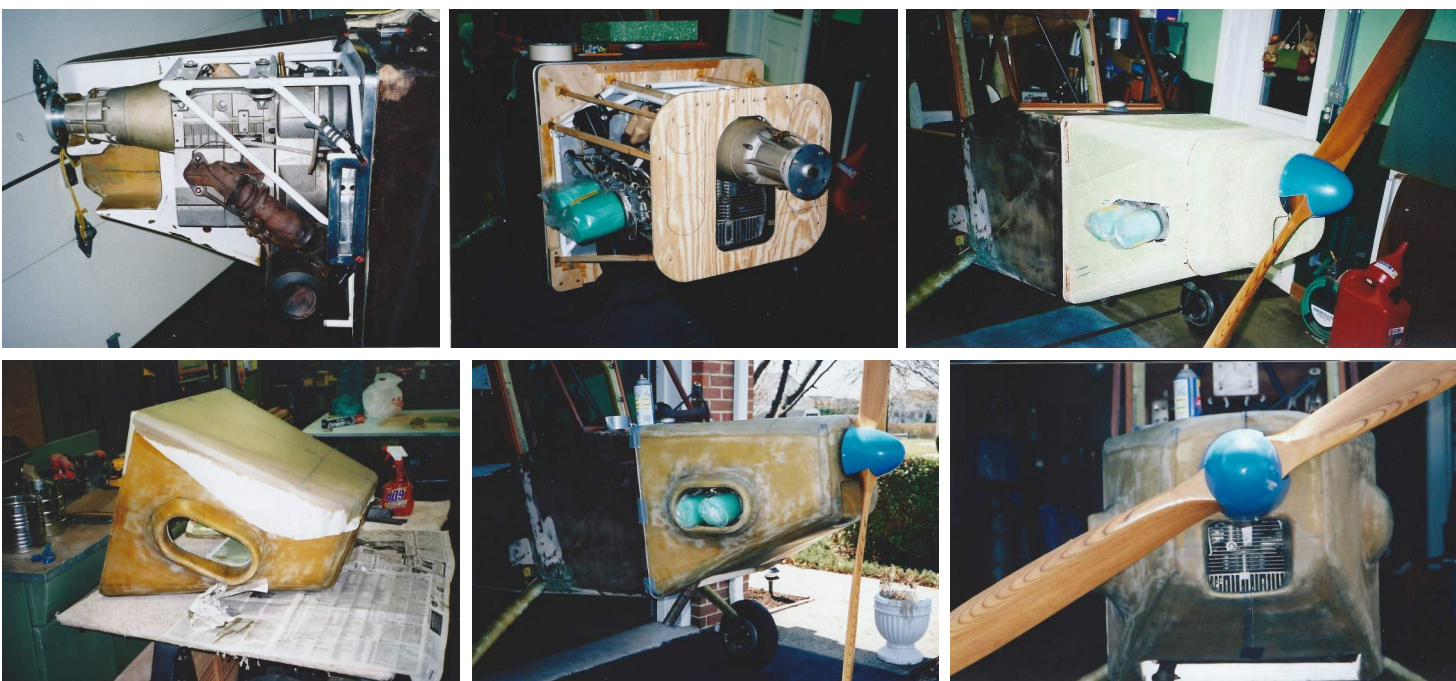




The door latch was fabricated from a lamp socket threaded nipple, a piece of plastic tubing and a 20 penny nail. Most of the instruments that I purchased from the Chapter were from a wrecked "Revolution 500" helicopter that was donated, as was the seat and seatbelts. The throttle quadrant was fabricated but the split cables were also rescued from the aforementioned helicopter wreck.

I purchased a Cuyuna 430cc engine and prop from another Chapter member who had removed it from a Kitfox 1 for an upgrade to a Rotax 503, fabricated an engine mount from 4130 tubing and installed the engine.

2007 and 8 were the windshield, windows, hatchback and skylight as well as engine plumbing and wiring, instrument connections and last but not least, the cowling. It took me all winter to make the mold and then the cowling. I built it in my basement shop and Janet tolerated that epoxy smell all winter.



2009 Enter St. David of Smithburg. Dave Toms became my ever reliable assistant and best friend. He and I built the loft in the EAA hangar, wired it, insulated it, paneled it, painted it, hung the doors and moved the giant wing building table into it. From there, we started building the wings. It was a mammoth project that took months to complete. Keith Ford built us a 14 ft flat bottom sander to smooth and contour the surfaces. Each evening, Dave and I would leave the loft looking like "Casper the Friendly Ghost." It takes a real friend to endure that. Sadly, Dave never saw Sarge assembled. He succumbed to pancreatic cancer before it was completed.





We moved the primed airplane to W35, Potomac Airpark, in April of 2010. Don Myers allowed me to assemble and store Sarge in his hangar at Potomac. Don, Greg Clopper and I hung the wings, rigged it, test ran the engine and I made the first flight on April 7<sup>th</sup>, 2010. The airplane was under powered and had a very anemic climb rate. After the first test flight, I removed the Cuyuna engine and sold it, purchased a Rotax 582 and installed it. After modifying the cowling and purchasing a GSC 3 blade ground adjustable prop, on October 7<sup>th</sup> 2010, I made the first flight with a new engine. After re-pitching the prop, the results were more than satisfactory.

Installment 2, next month.



## Member Spotlight: Anne Russel



First let me say I am very honored that you asked me to write about my life story, and even more honored that you chose Andrew as a scholarship recipient. I have to admit that I was a little apprehensive to have him join your group, the two words experimental and aircraft just don't sound good together to a mother. I could just see it now, "Hey Andrew, we want you to take this plane out that we just finished building, you can find out for us what we forgot to add to the plane!" And knowing my son, he of course would jump at the chance to fly. Now that I have got to get to know the group all my fears have been erased, this group has taken Andrew "under their wing" (pun intended) and helped him grow. Anyway, enough about Andrew and a little about Dan and I. I wrote an article about my Father years ago and I will share that with you since it is a big part of my story too.

Growing up with antique cars means growing up with a slightly different lifestyle than most of your friends, but of course when you're a kid you don't realize this. You think everyone has a barn full of cars and that when it's time to go to a car show you get to pick which one to take. Doesn't everyone go to car shows on the weekends? My parents took my sister and me to all the car shows from the time we were young – and in fact, it wasn't a choice, we were expected to go. We also routinely got lessons in car parts, which was probably a good thing since when we headed out with Dad, you never knew what adventure you were heading into (he never was – and still isn't—very good at planning ahead). But let me start in the beginning...

My parents, Roland (Rollie) and Pat Kemp, started out like many other young married couples in those days. After serving in the Navy during WWII and attending watch-making school in St. Louis, Dad met Mom at a barn dance. It will surprise no one who knows him that Dad was late for his wedding because he was working on his car (a theme that would repeat itself many times over the years). I should also mention that even then, he'd already started his love affair with antique cars: he was given his first one when he was 12, a 1899 Milwaukee Steamer that I now have.

After a few years, my parents decided to settle in Andover, New York. Their first house had a big barn behind it that held two cars plus a workshop. In just a few years, the barn was expanded – not physically but through creative packing and stacking – to hold more than four cars. (My father can pack more stuff into a small space than anyone I know.) After my older sister Barb was born, the family moved to a bigger barn that came



with a house as an added bonus. This is where I came into the picture, 8 years later.

My parents' old cars always played a big role in my sister's and my lives. When I was young and my friends came over, Dad would get out one of the cars and *let* us wash it and then take us all for a ride. Thanks to him, all the neighborhood kids learned the "proper" method for washing antique cars and polishing brass. One December, he came to pick me up from school dressed like Santa Claus and driving his fire truck. The local car group was desperate for someone to play Santa that year and had loaned him the suit. So, when my class was dismissed from school that day there was Dad, so proud that he was going to surprise us with a visit from Santa. Of course, when I saw the car, I knew right away that had to be Dad and told everyone. Who else would be driving his car? He was mad that I'd spoiled his fun, but honestly, he was the sorriest looking Santa we'd ever seen. That was the last time I ever remember Dad playing Santa.

One thing that my sister and I learned at a young age was that most "car people" were big believers in equal rights. Growing up, it never mattered whether you were a boy or a girl, young or old, strong or weak, you were expected to help out in the garage (with the cars) as well as in the kitchen. Changing a tire was something we thought everyone knew how to do. I also never remember being told that I was too young to do something. For example, when it came time to tow a car and Dad only had a 12-year-old daughter, I got to drive the car being towed. Once I turned 16 and became a legal driver, I got to drive the tow car.

Each spring, after the last snow melted, it was time to bring the cars out of hibernation. As a young child I always looked forward to these first runs of the season, but as I got older, I actually began to be a little afraid. Back in the early years of automobiles, of course, there was no standardization, so each car drove differently. Dad could never remember which one was which after they'd been closed up all winter, so while he ground through the gears, I'd be holding on tight so I wouldn't be thrown from the car. Making matters worse, he always had to push the limits of his memory and his cars' abilities. My most vivid memory is of him driving up a hill at full speed, until near the top the car was just creeping along. Then he threw it into neutral, backing down the hill, until suddenly he decided to try to turn the car around so it was facing down the hill. Dad has always been (and still is) a man of few words, so thinking about it now, it's not so surprising that this came with no advance warning. Since he was the driver, he had the steering wheel to hold on to, but for me, the passenger, I had nothing but the bucket seat to grab onto. But while holding on for dear life, Dad's hat never moved, you would almost wonder if it had Velcro stuck on his head!

Spring also meant the start of the car show season. Usually, this meant driving our cars, since none of them were "trailer queens." If there was time, we'd pull the car out and wash it first, but most of the time there was only time to check, the oil, radiator, gas and go. Dad would have one of us run back and forth between the house and car with a teapot full of water. He'd take it, straddling the bumper and slowly pour it in. When the water reached the top, he'd whip out his handkerchief and wipe off any that had splashed out. Then we were ready to go. Speaking of radiators, one time we discovered that his Reo had a slow leak – while we were on our way to a car show. So halfway there we stopped and let the engine cool a little, then filled it up with more water and got on our way. On the way back, however, steam started to pour out of the engine, so our stops became more frequent. Luckily, we started out early in the morning because it was a very long ride home that day.

Mom was always very tolerant of Dad and his antics. One winter he told her that he was helping his friend, Walt Benedict, restore a car. He would go to Walt's house after work and often spent all weekend there. Later that spring, we found out the true story: Dad wasn't helping Walt, it was the other way around. Dad had bought a 1929 Reo Flying Cloud and was getting it road-worthy so he could bring it home. I'll never forget him driving that beautiful yellow car into the drive for the first time. Mom came flying out of the kitchen, wondering who it was, and there he was, as proud as can be, behind the wheel. Despite finding out about it in this

unconventional way, the Reo ended up being my mom's favorite car.

One of the few times I ever remember Dad trailering a car was when he took his 1912 Franklin, the Countess, to Cazenovia for the annual Franklin Trek – and I got to drive the whole rig. The morning we were leaving he borrowed a trailer and loaded the car onto it. This all took longer than he thought it should, so he took a few short cuts. He decided the anti-sway bars were just a luxury so he left them off for that trip. The Countess is a very heavy lady and between that and the hills of New York State, it was definitely an interesting trip. Not surprisingly, on the way home, the bars were back in place. That year proved to be a very memorable year, for other reasons, too. Not only was it the first time I got to drive a car pulling a trailer, it was also when I first met my future husband, Dan Russell. In fact, Andy Wittenborn has a picture of Dan and me polishing the brass on the Countess at the Trek that year. No one can ever accuse my father of not making the most of every situation.

Did I mention that it also rained on that trip to Cazenovia? Actually *poured* would be a better word for it, and the tow vehicle's windshield wipers suddenly stopped working. As anyone who knows my dad is aware, he saves everything. This time it turned out to be a good thing. He found some string in the trunk and tied a piece to each side of the wipers. First he'd have me pull them from one side, then he'd pull from the other. This went on for hours; it only stopped raining when we finally pulled into Cazenovia.

Many of my family's "car friends" even came to my high school graduation party. One of them, Cliff Morse, surprised me with a lifetime Antique Automobile Club of America (AACA) membership. I'm pretty sure I was the only one of my classmates to get that particular gift – but then again, it still means a lot to me. When I went to college, I didn't go far from home. This gave Dad plenty of opportunities to drive the car on campus. He would show up unexpected, and whoever was around would get a ride in whatever car he was driving. It didn't really matter if I was there or not. It was while I was in college that Dad purchased my favorite car, his 1903 Franklin, from the Cleveland Museum. After the auction, he came home to share the news of his new purchase with his friends. Berwin, his coffee-drinking buddy, suggested that if they left that night at midnight they could be at the museum when it opened the next day. So off they went, driving all night. They managed to disassemble the car in the parking lot, stuff it into the back of the station wagon, stop for a bite to eat and be back home in just 24 hours with very few stops for gas. Whether he's driving modern or old, Dad has a knack for running his cars down to the very last drop of gas in their tank.

Several years later, before Dan and I got married, we decided we would attend the Franklin West Trek in Arizona for a week, and Dad came with us. To save time, we decided to fly. The flight out went smoothly, but the trip back was another story. We got to the airport about half an hour before our flight was to leave and as we were going through security, the alarm went off. Dad was pulled off to the side and asked to open his bag. As a very large, steely, security guard watched, Dad very carefully reached in and began unrolling his goods. Unbeknownst to me, someone had given him some Model T tools. Dad took each tool, held it up, flipped it and showed each side of the tool to the security guard. At first, the poor man didn't know what to think, but after about the fourth explanation, he turned to me, smiled and said we should go get on our plane. We managed to make it, but only after running through the airport and being the last to board.

One day, while we were sightseeing in Arizona, we stopped in Jerome, and Dad went in to the Jerome Historical Mine Museum and asked for a phone book. In no time, he'd called the daughter of one of his old friends. Well, she must have told her husband and before she could jump into the car, he had left her in the dust. All of a sudden, a car came flying down the hill and pulled to a stop in front of us. Out popped an old hippie. "Rollie Kemp!" he yelled, and then proceeded to give us the best tour of the area, taking us out to dinner and even offering to have us stay with them. When I think back about it, I'm not sure why I was surprised. My father has always traveled this way: with no plans and no warning to the people he intends to visit. When our Franklin



friends Barb and Ed Wyle moved, they joked that they were just going to leave a note on the door of their old house with their new address on it, so that he'd get it whenever he got there.

When Dan and I got married, we told him what cars we wanted in the wedding. Even though we'd been planning for over ten months, when the wedding day came around Dad didn't have the car ready. And just as he was for his own wedding, he ended up being late for mine, too! The Minister kept asking where he was and what was taking so long, but no one knew what was going on. Finally he arrived with the Reo, and walked me down the aisle. He stayed for a few pictures and then suddenly left to go get the "modern car," his 1949 Chrysler convertible. Turned out the Reo had a bad water pump...

Not long after Dan and I moved to North Carolina, Dad mentioned that he was going to come see us on his way back east from a car meet in Chickasha, Oklahoma. We knew the dates of the meet but we didn't know much else about his plans. I tried calling his cell phone, which was useless, so I'd call Mom every day and ask if she heard from him, but of course she hadn't. Finally, we called his credit card company and explained the situation. The woman we spoke with was very helpful and gave us info on each place that Dad had used his card since the beginning of his trip – even telling us what time he'd used it and what he'd purchased. The guys I worked with put up a map and helped me track his progress, trying to guess "Where in the World was Rollie Kemp?".

I love to tease my dad about his eccentricities, but I also know that despite his quiet demeanor, he has a huge heart would do anything for anyone. Even now, I know that if Dan and I had a problem, he'd be there in a heartbeat (well, actually, more like 12 hours...depending on which car he was driving.) But it was when his grandchildren arrived that he truly outdid himself, giving his three-week-old granddaughter a 1933 Franklin sedan. And then, when her little brother arrived a few years later, Dad gave him a 1933 Franklin convertible coupe. Franklin cars are air cooled and were associated with Amelia Earhart and Charles Lindbergh. Because of this there are a large number of pilots in our group. Andrew is lucky to have two that have helped keep him interested and on the right path. In his own special way, my dad has guaranteed that my children will also be lucky enough to grow up being "car people" – and I can hardly wait to hear *their* stories!



## Aviation News:

### **EAA Homebuilders Week Online Webinar Series Returns in January**

<https://www.eaa.org/ea/news-and-publications/ea-news-and-aviation-news/news/11-18-2021-eea-homebuilders-week-online-webinar-series-returns-in-january>

### **Three Airplanes Ditched off Florida in One Week**

Prompt rescues all around, no injuries reported  
<https://www.aopa.org/news-and-media/all-news/2021/november/18/three-airplanes-ditched-off-florida-in-one-week>

### **Why This Flight Went Wrong**

<https://www.avweb.com/multimedia/why-this-flight-went-wrong/>

### **First Remote Tower Proves Its Success**

<https://generalaviationnews.com/2021/11/13/first-remote-tower-proves-its-success/>

### **Flying Over Adversity: Stay Open to Everything**

<https://www.flyingmag.com/flying-over-adversity/>

### **There's a Reason We Use Checklists**

<https://airfactsjournal.com/2021/11/theres-a-reason-we-use-checklists/>

### **Every A-10 Thunderbolt II Of The Maryland ANG Took Part In An 'Elephant Walk' At Warfield ANGB**

<https://theaviationist.com/2021/11/03/md-ang-a10-elephant-walk/>

### **It Was Like a Tornado in The Plane**

<https://generalaviationnews.com/2021/11/26/it-was-like-a-tornado-in-the-plane/>

### **Flying loaded: What Could Possibly Go Wrong?**

<https://airfactsjournal.com/2021/11/flying-loaded-what-could-possibly-go-wrong/>

### **Accident Case Study: Into Thin Air**

<https://generalaviationnews.com/2021/11/22/accident-case-study-into-thin-air/>

### **A Recovery Mission Continues—Nearly Seven Decades Later**

<https://www.flyingmag.com/a-recovery-mission-continues-nearly-seven-decades-later/>

### **Best Of The Web: Real World Engine Failure And Turnback**

<https://www.avweb.com/multimedia/best-of-web-real-world-engine-failure-and-turn-back/>

### **EAA-Branded Merchandise Now Available Through Amazon Storefront**

<https://www.eaa.org/ea/news-and-publications/ea-news-and-aviation-news/news/11-11-2021-eea-branded-merchandise-now-available-through-amazon-storefront>

### **Close Call With a Blimp**

<https://airfactsjournal.com/2021/11/close-call-with-a-blimp/>

### **Hypoxia Traps**

Up high? Got a problem? Put on the mask!

<https://www.aopa.org/news-and-media/all-news/2021/december/pilot/turbine-mentor-matters-hypoxia-traps>

### **Things a CFI Wants You to Know: Respect the Night**

<https://www.flyingmag.com/things-a-cfi-wants-you-to-know-respect-the-night/>

### **Sky Kings: Innocent Pilots Face Down Guns, Handcuffs**

<https://www.flyingmag.com/sky-kings-guns-handcuffs-innocent-pilots/>

### **Pilot Feels Pressured to Conduct Ferry Flight**

<https://generalaviationnews.com/2021/11/29/pilot-feels-pressured-to-conduct-ferry-flight/>

### **Phase One Testing of Bullet-Shaped Airplane Concludes**

<https://generalaviationnews.com/2021/11/27/phase-one-testing-of-bullet-shaped-airplane-concludes/>



## Upcoming EAA Webinars

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

Date	Time	Title	Presenter(s)
12/1/21	7 p.m. CST	<a href="#">Prop Overhauls Qualifies for FAA WINGS and AMT credit.</a>	Mike Busch <i>Most props have a TBO of 2000-2400 hours and 60-72 months, whichever comes first. You'd have to average more than 400 hours/year for the hours to come first. For most of us, the months come first. For a typical GA airplane that flies 100 hours a year, the prop may come due for overhaul in less than 500 hours. Do we have to overhaul our props that often? Does it even make sense to do that? Mike Busch deconstructs these TBOs and offers specific money and downtime saving recommendations.</i>
12/2/21	7 p.m. CST	<a href="#">EAA Ray Aviation Scholarship – 2022 Update</a>	Chris Gauger <i>Since its introduction in 2019, the Ray Aviation Scholarship has helped hundreds of young people become pilots, thanks to the generous support of the Ray Foundation and the hard work of the EAA chapters who administer the program. Join Christopher Gauger from the EAA Chapters staff as he provides an overview of the program as it moves into 2022.</i>
12/7/21	7 p.m. CDT	<a href="#">Homebuilt Biplane Roundup Homebuilders Webinar Series</a>	Budd Davisson <i>Trying to decide which homebuilt biplane to buy or build? This is the webinar for you. Budd Davisson has flown them all and will share his insights into each one. Budd is a regular contributor to Sport Aviation, forum speaker at AirVenture, and transition training instructor for Pitts Specials.</i>
12/8/21	7 p.m. CST	<a href="#">The Truth About Stalls Qualifies for FAA WINGS credit.</a>	Tom Turner <i>A lot of what we know, and what we teach and evaluate about stalls, doesn't mesh with the actual Loss of Control Inflight (LOC-I) accident record. Join Tom Turner from the American Bonanza Society Air Safety Foundation to investigate what we can learn from the NTSB record that will help us train and practice to avoid real-world stall scenarios.</i>
12/14/21	7 p.m. CST	<a href="#">The History of EAA's B-25 Museum Webinar Series</a>	Chris Henry and Ben Page <i>EAA's B-25 Berlin Express has led an incredible life. Originally built for war, this aircraft soldiered on to become an executive aircraft, transport, movie star, and eventually flying museum piece. Join Chris Henry and Ben Page from the EAA Aviation Museum as they discuss the history of this incredible aircraft.</i>
12/15/21	7 p.m. CST	<a href="#">Flying Clubs – Growing Participation in Aviation</a>	Timm Bogenhagen <i>EAA's initiative to support the formation of flying clubs by the members of EAA's chapter network continues to grow, and Timm Bogenhagen from the EAA will help you learn the ins and outs of forming a separate nonprofit flying club at your local airport!</i>

# Ray Aviation Scholarship Update: Andrew Russell

## Grounded!

November has not been a good month. My instructor Anthony has taken a permanent position with an airline. I have been assigned a new instructor Luke and he and my parents have grounded me until I pass my written. I am currently at Fifty-Two hours of flight lessons. I am trying to take three written practice tests a day. We did take my Mom's antique car down to Hilton Head. There was supposed to be an airplane show but due to the high winds and rain that was canceled. We did go over to the airport and the manager took us out in a golf cart to the planes that were there. Mom attached a few pictures. Keep your fingers crossed that I pass my written exam. My Mom wants a copy of my passed written for her Christmas gift this year. Until next time, see you in the skies!





# Members Pages

## Pete Walters

A very slow month for the BushCat build. I'm at a point where there is little to do until some fiberglass parts come back from painting, which I expect in just a couple of more days.



To keep busy, Gary Keller took my shipping crates for salvage wood. Joe Boyle relieved me of massive amounts of bubble wrap. Today's mail brought two springs I need to comply with a Rotax service bulletin. And I did manage to enlist the RC Build and Fly Young Eagles to install the netting for the cargo area. A couple of fuel lines have been added anticipating the fuel tank which is awaiting some control cables, but that needs rudder pedals and the control stick, all of which go in after the painted parts. And of course, the holidays.

## Elizabeth Thornwall

I earned my tailwheel endorsement at the beginning of this month, flying Bravo Flight Training's Cessna 140. It took 6 hours of flight time, most of which was in the pattern practicing landings. Thanks to Bravo Flight Training and flight instructor Frank Watson!



## Tobias Mottley

Tobias completed his Tailwheel Endorsement at Frederick Flight Center!



## Ray Franze



It had been several years since I last hung out at Gravelly Point. Since I needed to pick the family up I got there about an hour or so to enjoy it. Gravelly Point is a great place to wait for family/friends flying into Reagan National Airport (DCA).

If you enjoy watching airplanes, it's also just a great place to hangout. There are paths for walking, jogging, running and cycling. There are huge fields for pickup games of soccer, football, etc. (nets and goalposts included). And for anyone wanting to spend a day on the Potomac River, there is a boat launch as well.

