



The Hagerstown Homebuilder

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2021

Aircraft of the Month



Pietenpol, Joe Boyle and Don Myers

EAA CHAPTER 36

March 2021

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2021-22 OFFICERS AND SUPPORT STAFF	
President: Ray Franze raymond.franze@gmail.com	Vice-President: Gary Keller garylkeller261@gmail.com
Interim 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
Technical Counselor: Jack Raun wrightraun@yahoo.com	Membership Coordinator: Nathaniel Anderson nsanderson2009@gmail.com
Webmaster: Carl Thornwall thorn@myactv.net	Newsletter Editors: The Thornwall Family thorn@myactv.net
Board of Directors:	
Joe Boyle joeboyle1@myactv.net	Mark Hissey mehissey@gmail.com
Jim Marsden jim.mindy@myactv.net	Austin Colby austin@colbytech.com

→→→ **Our next general membership meeting will be held March 2nd** →→→

The President's Corner



According to the calendar, winter only has three weeks left before Spring is officially upon us. Only time will tell just how willing Old Man Winter is to let us out of his grasp. This past month has been a perpetual beating of snow, sleet, ice, winds and cold temperatures. I imagine many of you are like myself—eagerly awaiting springtime.

For this month's episode of, "In Case You Missed It," Perseverance is the latest Mars rover to reach Martian soil. About a week ago the robotic scientist landed on Mars after, approximately, a seven-month journey since its launch from Earth. In local news, President Biden flew into, and departed from, Hagerstown for an extended weekend stay at Camp David. Despite not travelling in the iconic bubble-top Boeing 747, the USAF 757 that transported the President was officially "Air Force One" while the President's on board. When it comes to "Air Force One," I don't let politics get in the way of appreciating the fleet of aircraft from the 89th Airlift Wing; and I enjoy seeing the logistical aspects of moving a President in action. Of course, when Camp David is being utilized, steer clear of P-40 and check NOTAMS prior to flight. Also remember though, only certain TFR rings are truly off-limits to aircraft, the outer rings are generally fair game as long as you're following the rules which basically amount to filing a flight plan, squawking something other than 1200 and talking with Potomac Approach on an IFR flight plan or via Flight Following.

This month we're getting back together in person as we begin to hold monthly chapter gatherings at the Hagerstown Aviation Museum. The goal is to make the gatherings more social and educational opposed to the usual mundane drone of chapter business.

This month we'll watch episodes of "The Aviators" in the conference room, with plans to meet in the hangar beginning in April. The presentation for April is still To Be Determined (I have something in mind) with plans for a presentation by the museum staff for May.

By the time you read this, it's highly probable that we've held our first Young Eagles RC Build & Fly workshop. It's exciting to finally have this program come online at our chapter. A heartfelt Thanks! to everyone who helped donate their time or equipment to get this program up and running and those helping to see it through.

We are finalizing the dates and times for a variety of activities, namely our Young Eagles events. The plan is to host the events from the Hagerstown Aviation Museum as well. Aside from the dates, the other big rock is offering food at the event. The primary purpose is to fly kids and introduce them to aviation, but our Young Eagles events have also doubled as crucial fundraisers for the chapter. If you haven't already, please respond to the email/survey about your availability/willingness to volunteer at these events. Your response is critical in helping us plan the events. Not many have responded, so at the moment the results aren't promising for being able to staff a kitchen. There has been some talk about potentially utilizing food trucks, but a better idea of our volunteer force will help us determine if food trucks are merely an option vs. a direction we're forced to go down. I am hoping to have the details solidified no later than mid-April so we can begin marketing the events to the public.

Speaking of surveys, our local chapter survey is still available for your input. We will establish a cut-off date of March 31st, after which time we'll share the results with the Board and Chapter.

There are some other programs and activities I have my eye on to bring to the chapter. Hopefully the weather and circumstances allow us to have a banner year as we achieve "Gold" status in EAA's chapter recognition program; but more importantly have fun ourselves as a chapter and excite the community about aviation.

Safe skies

Chapter 36

News and Events

February Virtual Chapter Meeting:

Attendees: Aidan Bedwell, Michael Williams, Ned Remavege, Gary and Jenny Keller, Pete Walters, Ray Franze, Dean Popio, Curtis Berry, Anne Russell, Tobias Mottley, Jay Kanagy, Jack Raun, Greg Thornwall, Olga Thornwall, Elizabeth Thornwall, Carl Thornwall, Mark and Sandy Hissey

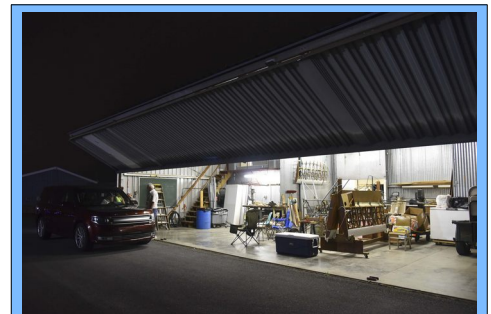
Topics: Finances, Current Projects, In the News, What's Coming Up, Member Accomplishments

Current Fuel Prices		
as of February 17, 2021		
Airport	SS	FS
Hagerstown	\$5.20	\$5.95
Frederick	\$5.24	\$5.99
Martinsburg	\$4.45	\$5.15
Winchester	\$4.14	\$4.36
Cumberland		\$4.65
Carroll County	\$4.93	\$5.93

www.airnav.com



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



Weekly Build Nights at the Chapter 36 Hangar, Monday nights at 7 PM

March



Membership Meeting

In person chapter meeting on Tuesday, March 2nd at 7:30 PM. It will be held at the Hagerstown Aviation Museum Conference Room (Directions on the next page)



Fourth Saturday Fly-Out

Fourth Saturday Fly-Out, March 27, 2021
Time and location TBD

Directions to the Hagerstown Aviation Museum for the Chapter Meeting

Directions: Access the Hagerstown Aviation Museum by Showalter Road which runs in front of the airline terminal for the airport. Turn into the business park and drive through the gate continuing down as you parallel Rwy 2-20 along the fence line. See the referenced area for Parking and Entrance to the museum on the included images. This month's chapter gathering will take place in the museum's conference room which can comfortably seat 16 people according to museum personnel.

The meeting will be held in person as well as virtually. The main social aspect of the gathering will be to watch several episodes of The Aviators. This part will likely not be available visually to those who join online due to a serious lag with the videos.



Young Eagles Build & Fly Program

Our Young Eagles RC Build & Fly program had its first workshop night on Thursday evening, February 25th. We were slated to begin the previous week but some nasty winter weather intervened. Four young individuals participated in the first workshop, getting to work on the wings and fuselage under the watchful eyes of Pete Walters and Jim Marsden.



Take the Chapter 36 Surveys:

Chapter Survey

https://docs.google.com/forms/d/1YBqSunm_nleyczdfowreZfB1_4oGhVZQukz13i_3Hak

Events Survey

https://docs.google.com/forms/d/1BieJN2-OQfnSBI3ExHI8MNCwhOftbkH5hbWgkj_MCXA

Upcoming Chapter Leadership Training Webinars:

3/4/21 7 p.m. CST

[Tax Exempt Basics and Fundraising](#)

3/11/21 7 p.m. CST

[Insurance and Risk Management](#)

3/18/21 7 p.m. CDT

[Resources Available To Chapters](#)

United 328 Engine Failure: Two Blades Broken, Metal Fatigue Implicated



NTSB chairman Robert Sumwalt updated the agency's investigation of the incident involving United Flight 328, which lost an engine on departure and made an emergency landing back at Denver.

While stressing that the investigation is in the very early stages, Sumwalt said that the indications are that metal fatigue led to the failure of one of the Pratt & Whitney PW4077's first-stage fan blades, of which there are 22.

"Two blades found fractured," he said. "One at the root while the adjacent blade was fractured at mid span. The indications are consistent with the blade [broken at mid span] is that it was hit by the other blade." Portions of one blade were found in the engine containment ring at the 1 o'clock position. As widely reported, the 777 left a debris field a mile long; Sumwalt says that the NTSB is working with local law enforcement to recover as much of the missing engine and airframe as possible.

Sumwalt commented on the other damage visible. "There was damage to the composite wing-to-body fairing, and there were dings and nicks in other places on the wing." Sumwalt stressed that at this stage it appears the damage is limited to nonstructural components and that no systems appear to have been in jeopardy nor was the Boeing's pressure vessel breached.

United 328 had departed Denver for Honolulu and had been cleared to 23,000 feet. About 4 minutes after takeoff, climbing through 12,500 feet and going 280 knots, "there was a loud bang and increased vibration from the #2 engine," Sumwalt said, based on a preliminary read on the cockpit voice recorder and flight-data recorder. Sumwalt also confirmed that the fire handle for the right engine had been activated and both fire bottles discharged. Video of the aircraft returning to Denver shows the engine power section glowing, though Sumwalt confirmed that the fuel supply had been shut off as part of the shutdown procedure.

The 777-200 landed without further incident. The crew decided that an emergency egress was not needed back at Denver so the 229 passengers deplaned normally.

<https://www.avweb.com/aviation-news/united-328-engine-failure-two-blades-broken-metal-fatigue-implicated/>

Training Tip: The game of the name

As you enter the traffic pattern to land at your cross-country destination, does it strike you as odd that this airport and another one around here have identical runway bearings and the same assigned common traffic advisory frequency—and right now, both have a light twin turning final? You spotted “your” twin down low—no factor—and you hear the other making position reports at the airport with a different name. But it feels all wrong. If a developing scenario seems strange or unlikely, it’s time to sit up straight, review the big picture, and focus on see-and-avoid.

Miscommunications leading to traffic conflicts have arisen from something no more complicated than pilots using different names for the same airport in their radio calls. Airport names do get changed from time to time—municipal airports grow into regional airports, or a prominent citizen’s name is appended—but not everyone adopts the change or can break old habits. The discrepancy could cause an unfamiliar pilot to think that an aircraft is flying at a different airport, and not a factor, when the opposing aircraft is too close for comfort. A near-collision mentioned in a filing with the Aviation Safety Reporting System illustrated a transient pilot’s confusion on arriving at an Ohio airport where some pilots were calling in using the airport’s new name, which had not yet been officially published, and others were broadcasting the airport’s familiar-but-obsolete identification. “One other transient aircraft appeared to nearly have a collision taking evasive maneuvers,” the pilot noted, adding, “He later said over the frequency, ‘Sorry I haven’t been here before.’” According to a local newspaper [report](#) from June 2019, airport renovations and growth had prompted officials to rename it in recognition of its “real purpose.”

It doesn’t take a name change to complicate an airport’s on-air identity. Some airports simply have long or compound names that pilots condense for brevity on the radio. I instructed at a Maine [airport](#) named for both a town and a county; local pilots tended to begin their CTAF broadcasts with the town name; out-of-state visitors were more likely to address themselves to the county.

The name of the game for safety was to never assume that everyone understood, as the kids in my old neighborhood used to say, that it was the “same difference.”

<https://www.aopa.org/news-and-media/all-news/2021/february/16/training-tip-the-game-of-the-name>

Other Aviation Articles:

Is A 406 ELT Worth It? Reduce Expectations

<https://www.avweb.com/flight-safety/risk-management/is-a-406-elt-worth-it-reduce-expectations/>

FAA Launches GA Survey; VFR Charts to Begin 56-Day Cycle

<https://aopatop5.libsyn.com/>

VFR charts to go on 56-day cycle starting February 25

<https://www.aopa.org/news-and-media/all-news/2021/february/17/vfr-charts-to-go-on-56-day-cycle-starting-february-25>

A New Era: AirVenture Planning Through Unknowns

<https://www.eaa.org/airventure/eea-airventure-news-and-multimedia/eea-airventure-news/eea-airventure-oshkosh/02-04-2021-a-new-era-airventure-planning-through-unknowns>

Pilot distracted by door unexpectedly opening in flight

<https://generalaviationnews.com/2021/02/22/pilot-distracted-by-door-unexpectedly-opening-in-flight/>

Tales From The Cockpit: The “Pad of Shame”

<https://theaviationist.com/2021/02/18/tales-from-the-cockpit-the-pad-of-shame/>

Flying the Learjet

<https://generalaviationnews.com/2021/02/24/flying-the-learjet/>

If it can fail, it will (and anything can fail)

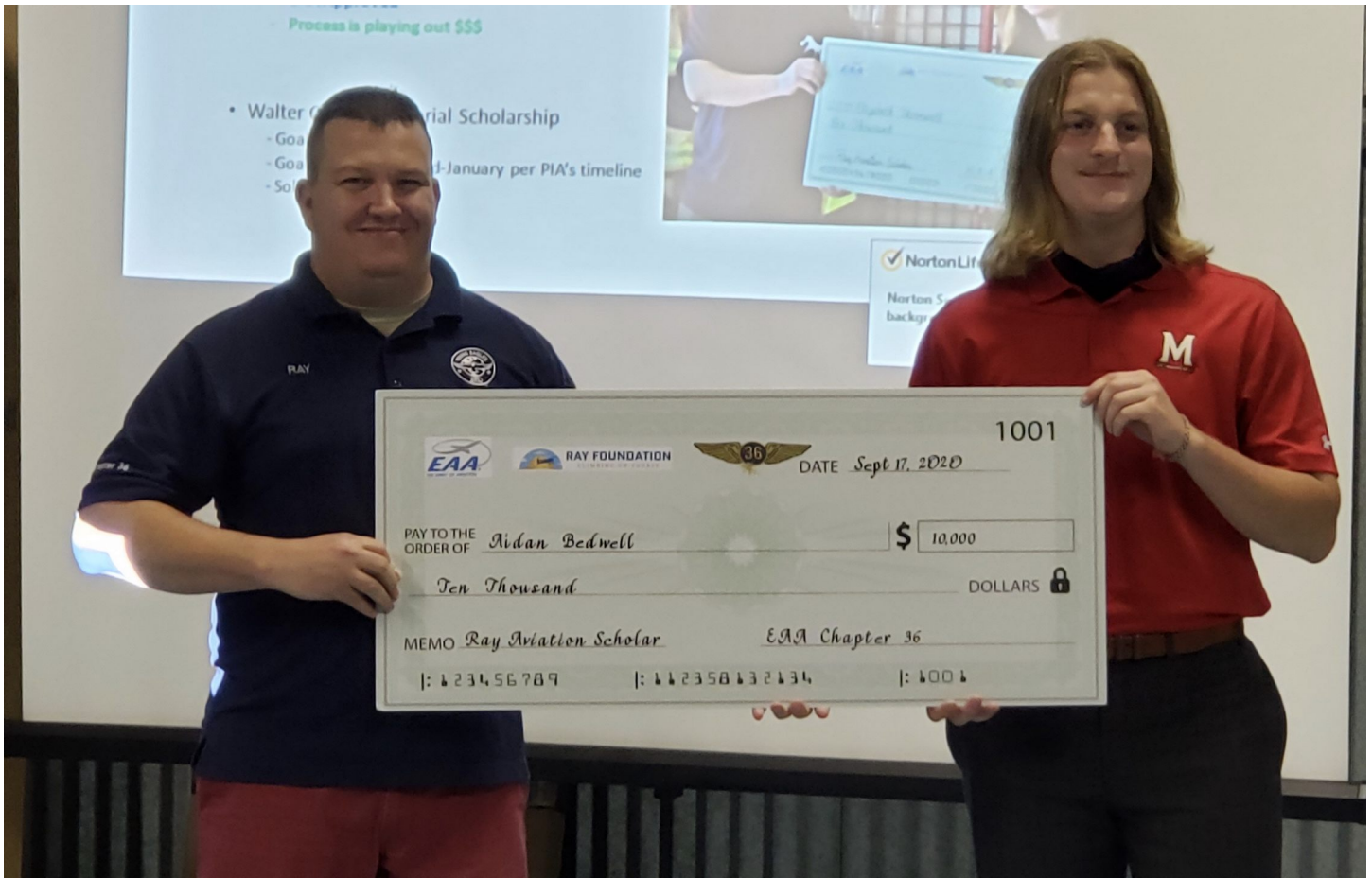
<https://airfactsjournal.com/2021/02/if-it-can-fail-it-will-and-anything-can-fail/>

March EAA Webinars

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

Date	Time	Title	Presenter(s)
3/2/21	7 p.m. CST	Panthers and Beyond HOMEBUILDERS WEBINAR SERIES	Dan and Rachel Weseman <i>Dan and Rachel Weseman of Sport Performance Aviation will discuss the Panther, a single-seat, aerobatic, mid-sized, low-wing aerobatic airplane with quick-fold wings. They will also talk about progress on Cougar, an upcoming two-seat version of the Panther.</i>
3/3/21	7 p.m. CST	How Mags Fail Qualifies for FAA WINGS and AMT credit.	Mike Busch <i>Following up on his previous EAA webinar about aircraft magnetos, Mike Busch A&P/IA discusses the various ways that magnetos can fail, how pilots can safely deal with these failures (and why they usually don't), and how proper maintenance can prevent these failures from happening in the first place.</i>
3/9/21	7 p.m. CST	Bong: America's Ace of Aces MUSEUM WEBINAR SERIES	Chris Henry <i>Join Chris Henry from the EAA Aviation Museum as he discusses the life of America's highest-scoring WWII ace, Richard Bong. The fascinating story will lead to a discussion about the EAA Aviation Museum's beautiful P-38 which is painted to honor Bong and his wife Marge.</i>
3/10/21	7 p.m. CST	Pushing Past TBO - Running your Rotax Engine "On Condition" Qualifies for FAA WINGS and AMT credit.	Prof. H. Paul Shuch <i>Many of us are experienced with the ubiquitous Lycomings and Continentals, engines based upon 1930s designs. The Rotax 900 series of aircraft engines, which now power 80% of the light-sport fleet, are noted for their reliability and longevity. These modern European designs defy our notion of time between overhauls. In this FAA WINGS and AMT Award webinar, Prof. H. Paul Shuch, a noted flight instructor and Rotax maintenance technician, tells you why you can forget everything you know about TBO and how you can keep your Rotax operational far longer than you expected.</i>
3/16/21	7 p.m. CDT	Rolling Fear Upside Down with Aerobatics	Cecilia Aragon <i>U.S. Unlimited Aerobatic Team pilot, CFI, and engineering professor Cecilia Aragon talks about three ways aerobatics can help anyone overcome fear and become a better pilot. Cecilia will share her personal journey from timid child to the World Aerobatic Championships. Qualifies for FAA WINGS credit.</i>
3/17/21	7 p.m. CDT	Sling Aircraft Kits	Mike Blyth <i>Mike Blyth from Sling Aircraft will cover the Sling series of amateur-built and light-sport aircraft, including their history of development, performance, flight characteristics, and flight testing for the new high-wing airplane available in both tricycle and taildragger versions.</i>

Ray Aviation Scholarship Update



“Despite not having many opportunities to fly, I have been very productive this month. My first flight of the month saw me passing my stage two flight check, which weather canceled in January. During the flight, I demonstrated my ability to handle emergencies such as an engine out and engine fire and demonstrated a diversion. After diverting to MRB from our previously planned course, I demonstrated some Short field and soft field landings. After departing Martinsburg, I navigated back to Frederick using VOR's and ended on another soft-field landing; overall, a very successful flight! I've also been able to fly with Hoa to prepare for my long cross country. Throughout the month, I've continued studying for the written test and will be taking it this month. I have returned to in-school learning for half the week in personal news, an adjustment from just rolling out of bed to get on a virtual class.” – *Aidan Bedwell*

Aircraft of the Month: Pietenpol, Joe Boyle and Don Myers



Don Myers and I ran across derelict parts of an old Pietenpol for sale in a small town in Georgia. No paperwork, no registration, no history. We did some detective work and found that it was built some time before 1950 in New Jersey, flown some then donated to a museum in New York. The museum sold it off as surplus in the early 60's to a man who lived at Kentmore airpark on Kent island, MD with no engine or prop. It remained there unflown for about 10 years and was sold to the previous owner in Jasper, GA. He installed a Subaru E81 engine but never completed it. The aircraft somehow got thoroughly soaked at some point and all the plywood de-laminated. Don and I purchased what the previous owner's daughter had for sale to settle his estate. Ken Jones and I drove to Jasper, GA, loaded what she had on Ken's trailer, and hauled her home.

We completely rebuilt the airframe, recovered and painted it, re-assembled it and started the hunt for an engine. We found a mid time O-200 in eastern New Jersey that was removed from a Varieze, bought it and after thoroughly checking it over, built an engine mount from 4130 tubing and installed it, wired it, ran fuel lines, throttle and mixture linkage, gascolater, etc. We borrowed a Sensenich wood prop from a J-3 Cub from a friend and put that on. An instructor at PIA had a set of Cub cooling eyebrows that he donated. We located a J-3 cowling fiberglass nose bowl and fabricated the rest of the cowling from .032 aluminum.

Don did all of the painting and trim work. The seats are the fiberglass tops of school cafeteria chairs that Don had upholstery sewn to fit. We did several weight and balance measurements and, after moving the wing aft by adjusting the struts, met our objective. Taxi tests went well and now, time to fly. That did not go well as it was extremely left wing heavy. We found a diagonal split in the front spar in the center section.

I built a completely new center section, Don painted it and we installed it, put the wings back on, re-rigged it and after much thought about aesthetics, replaced the wire wheels with Cleveland wheels and brakes from a Cessna 172 for safety. The second test flights went well and we completed the test regimen through steep bank turns and power off stalls before it got too cold to fly. We will complete the tests this spring and continue to fly off the 40 hours of test time if all goes well. – Joe Boyle

Any members who would like their aircraft featured in future newsletters as Aircraft of the Month, please send information and photos to Greg Thornwall at thorn@myactv.net

Pietenpol Photos



Fuselage stripped and ready to start adding the plywood gussets



The gussets being fitted and glued on



The instrument panels that we fabricated being fitted



The engine installed and the engine mount we fabricated



The cowling being fabricated (the white nose bowl)



The completed aircraft just before the second flight test

Member's Pages

Air Force One at Hagerstown



Photos by
Austin Colby

HGR Pilot's Lounge

"We haven't utilized the Pilot's Lounge in a while, so I'm sure it's been awhile since many have been in there. Apparently there is a movement taking shape to clear out some of the clutter and possibly modernize the area."

– Ray Franze



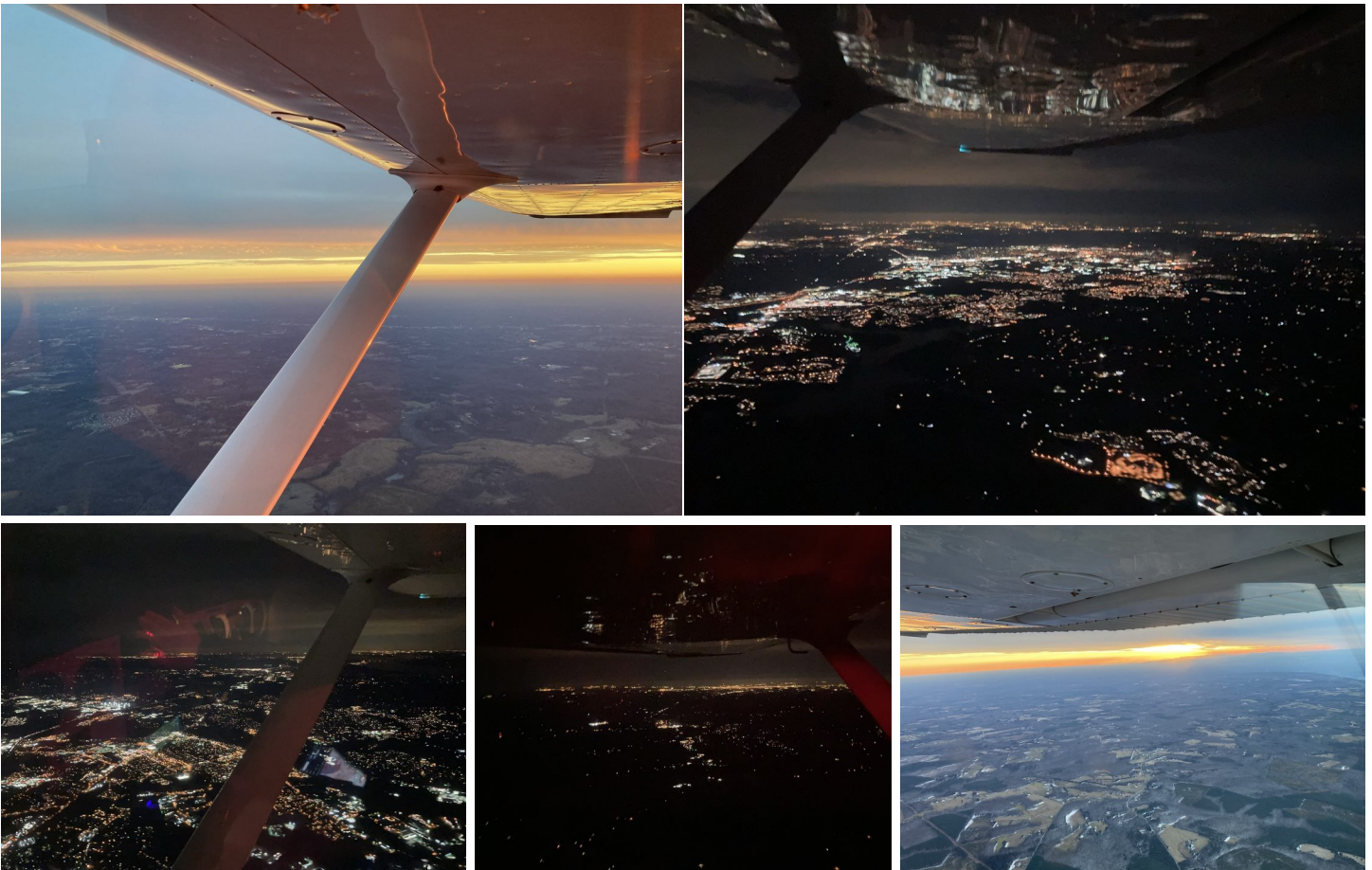
Elizabeth Thornwall's IFR Training

“The weather definitely has not been great for flying this month. I did manage to get a handful of training flights in between snow storms, and made a lot of progress on my instrument training. The canceled flights have also given me some extra time to study, and I passed my instrument knowledge test a few weeks ago. I also took and passed the flight instructor instrument knowledge test, which had almost exactly the same questions as the instrument test. It was suggested that taking both tests at once would save study time. The test results are good for two years, so I shouldn't have any trouble working my way up to the CFII rating before the test expires.

A couple of weeks ago my flight instructor, Jay Chiang, and I filed IFR from Frederick KFDK to Martinsburg KMRB and flew the localizer approach to runway 26. It was my second time flying on an IFR flight plan and my first complete IFR flight with an approach and landing. We also flew the required 250 mile IFR cross country last weekend from Hagerstown to Louisa County Airport KLU and Middle Peninsula Regional Airport KFYJ in Virginia. We filed IFR for each leg of the flight, and flew an instrument approach at each airport. The whole flight took just over 6 hours. We did have some trouble with the clearance delivery phone number not working at both Louisa and Middle Peninsula, and had to depart VFR and pick up our IFR clearances in the air. We also had to deal with the right door flying open suddenly after takeoff from HGR, having another aircraft land right behind us while we were still on our landing roll at Louisa, and having radio problems and not being able to talk to the tower after landing back at HGR. But other than that the flight went really well.

I have just over 30 hours of simulated instrument time now. We still haven't done any flying in actual instrument conditions; that will have to wait until the weather warms up enough that the plane won't freeze into a block of ice if we enter the clouds. Now that we completed the required cross country, the rest of my IFR training is mostly going to be preparing for the instrument checkride, which is scheduled for mid-April.”

– Elizabeth Thornwall



**Austin Colby's Cessna
182 Skylane**

**Photo taken by Kate Berry
during a formation flight**



Winter Flying Photos taken by Elizabeth Thornwall



Celebrating Chapter Members: Have you recently completed a milestone in flight training? Taken a special flight? Have any aviation related news? Let us know for next month's newsletter!

Mark and Sandy Hissey



Mark Hissey's Piper Archer passed the FAA wing spar inspection AD

Thank you to everyone who contributed to this month's newsletter!