



The Hagerstown Homebuilder

chapters.eaa.org/EAA36 Hagerstown, MD

Vol. 30 No. 11

November

2021



EAA CHAPTER 36

November 2021

CONTENTS

Cover Page
Chapter Officers
President's Corner
Chapter News
Aviation News
Upcoming EAA Webinars
Fly-Out
Poker Run
Scholarship Update
Members Pages

Published by
EAA Chapter 36
Hagerstown, MD
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.

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	Mark Hissey mehissey@gmail.com
Jim Marsden jim.mindy@myactv.net	Austin Colby austin@colbytech.com

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

The President's Corner



The sun has set on October; and in a week the sunset will happen an hour earlier due to the end of Daylight Savings Time. With the big holiday season upon us, the remainder of 2021 is sure to fly by as we *fall forward* enroute to 2022. Before we get ahead of ourselves though, October was a big month for the chapter.

We had our last big chapter gathering feature presentation this past month. A special Thank You! to Butch Adams and PIA for hosting our chapter. The presentation was very educational and the ability to explore and play around with the hands-on exhibits in the back was enjoyed by many. I believe it was a big hit among our members and guests and I look forward to doing it again.

The chapter's final public Young Eagles event of the year took place this past month. The event coincided with the HGR Aviation Museum hosting the East Coast Military Rally. We flew 63 Young Eagles during the event bringing our total to 201 for the year. That's pretty good considering we only held four YE events this year. A few key milestones were reached during the event as Austin flew his 100th Young Eagle while Mark flew his 700th Young Eagle—congratulations guys! This month I experienced and heard of several stories from the others about the excitement and positive impact we are having on the kids who fly with us. Thank You! to everyone who volunteered helping to make the YE rallies a big success.

A cold front forced us to postpone our inaugural Poker Run by a week. I spent too many hours evaluating 10-day, Daily and Hourly forecasts in addition to Prog Charts to determine if a particular Saturday was a go-or-no-go. Mother Nature teased us with gorgeous weather mid-week time and again, but had us in a pattern that saw questionable weather each Saturday. The forecast for Saturday, October 23rd went from a promising Partly Cloudy to a concerning Mostly Cloudy—with ceilings being the key concern. The forecast called for overcast conditions with sufficient ceilings clearing out in the early afternoon—so we pressed forward on 10/23. We had 11 aircraft participate and 73 poker hands were purchased/played. Unfortunately, the rains that showed up and kept coming through undoubtedly kept many other participants away. I was excited to see we had a husband-and-wife team fly up from the Richmond, VA area to participate in the event. Thanks to the numerous organizations who contributed prizes for winning hands and raffle ticket drawings—we had over \$1,000 worth of prizes to give away. Despite the weather, the participants said it was very manageable and they enjoyed the event. Let's do it again next year and see if we can *draw* better weather and build on the initial success. A special Thanks! to our members who manned the Franklin Co. Airport location and the staffs or EAA members at the other airports who had a *hand* in helping with this event.

Last year we planned to fly down to Warrenton-Fauquier County Airport (HWY) to attend the nearby Flying Circus Air Show. Unfortunately, the weather caused us to scrub those plans. We tried again this year and the weather worked out in our favor. Overcast, breezy and chilly conditions departing Hagerstown gave way to sunny and warm conditions for the air show. Amy and my mother-in-law met us at the airport and helped shuttle us over to the grounds of the Flying Circus. The performance was incredible—entertaining and an exemplary display of skill. If you haven't been, it's a "must-do" at least once; and we're already talking about when to go back. With Thanksgiving and Christmas occupying the later weekends in November and December, there are no more official chapter "Fourth Saturday/Sunday Flyouts" this year.

The President's Corner

With many of our big rocks for the year behind us (Young Eagles events, Flyouts, monthly feature presentations, inaugural Poker Run, inaugural Walt Green Mem. Scholarship), it's time to reflect on what we've accomplished this year, address any concerns to improve our processes and Chapter overall, and plan for the future. Our upcoming monthly chapter gatherings will be a return to the typical business-like sessions albeit in the museum's conference room where it's climate controlled and we conduct chapter business. If there's something you feel we need to cover, please let me know so we can put an agenda together.

Don't forget, as you conduct any holiday shopping, our chapter receives 0.5% of the purchase price of eligible (most?) purchases from Amazon if you utilize the Amazon Smile app/site and select our chapter ("Hagerstown Chapter of the Experimental Aircraft Assoc., Inc.) as the beneficiary. Half of one percent may seem inconsequential, but every little bit helps and given what society spends on Amazon each year I'm sure it could add up quickly. Of course, no expectations—just putting it out there.

Lastly, fingers crossed the Shepherd University football team wins their final three regular season games and makes the playoffs. Shepherd has a great game-day atmosphere and are perennially a Top 25 program in NCAA Division II football. We turned their 2015 trip to the national championship game in Kansas City into a mini vacation with the kids stopping to visit the Gateway Arch in St. Louis and the National Museum of the USAF at Wright-Patterson AFB (Dayton, OH). Go Rams!

Until next time

Safe skies!

PIA Tour & Chapter Meeting



Chapter 36

News and Events

Weekly Events:

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

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

Current Fuel Prices

as of
October 20, 2021

Airport	SS	FS
Hagerstown	\$5.35	\$6.10
Frederick	\$5.90	\$6.65
Martinsburg	\$5.30	\$6.20
Winchester	\$5.09	\$5.49
Cumberland		\$5.25
Carroll County	\$5.55	\$6.55

www.airnav.com

November



Membership Meeting

Monthly Chapter meeting on Tuesday, November 2nd, 7:30 PM at the Hagerstown Aviation Museum.

Young Eagles RC Build & Fly Project



Aviation News:

Experimental Category Fatal Accident Total Drops Again

<https://www.eaa.org/ea/news-and-publications/ea-news-and-aviation-news/news/10-28-2021-experimental-category-fatal-accident-total-drops-again>

Flying Over Adversity: Early Setbacks Test Mettle

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

Proficiency test—a father-daughter cross-country to remember

<https://airfactsjournal.com/2021/10/proficiency-test-a-father-daughter-cross-country-to-remember/>

Confusion in tower contributes to near miss

<https://generalaviationnews.com/2021/10/12/confusion-in-tower-contributes-to-near-miss/>

Recovered Wildcat a time capsule with an amazing story to tell

<https://generalaviationnews.com/2021/10/14/recovered-wildcat-a-time-capsule-with-an-amazing-story-to-tell/>

Glider Rating Add-On: Upping Your Game

<https://www.avweb.com/flight-safety/flight-training/glider-rating-add-on-upping-your-game/>

How to Winterize Your Flying

<https://www.flyingmag.com/story/pilot-proficiency/winterize-your-flying/>

When Fire Attacks, DC-10 Tankers Storm to the Rescue

<https://www.flyingmag.com/story/news/tanker-10-fire/>

What's in a (fighter pilot's) name?

<https://airfactsjournal.com/2021/10/whats-in-a-fighter-pilots-name/>

What a CFI Wants You to Know: How to Find The Right Fit

<https://www.flyingmag.com/story/training/wildes-cfi-wants-you-to-know-finding-instructor/>

When hypoxia becomes real

<https://airfactsjournal.com/2021/10/when-hypoxia-becomes-real/>

Enhancing GA Safety Through Turn-Back Study

<https://www.eaa.org/ea/news-and-publications/ea-news-and-aviation-news/news/10-21-2021-enhancing-ga-safety-through-turn-back-study>

Training Tip: Rough stuff

<https://www.aopa.org/news-and-media/all-news/2021/october/04/training-tip-rough-stuff>

Capable homebuilt performer

STOL model can be constructed for around \$100,000
<https://www.aopa.org/news-and-media/all-news/2021/november/pilot/capable-homebuilt-performer>

Passenger struck by propeller while attempting to move wheel chocks

<https://generalaviationnews.com/2021/10/11/passenger-struck-by-propeller-while-attempting-to-move-wheel-chocks/>

The quiet interval

<https://generalaviationnews.com/2021/10/12/the-quiet-interval/>

The New Owner: The Love and Joy of That Beechcraft

<https://www.flyingmag.com/story/aircraft/new-owner-joy-beechcraft/>

Are Service Bulletins mandatory?

<https://generalaviationnews.com/2021/10/05/are-service-bulletins-mandatory/>

Avoiding Gear Up Landings and Gear Collapses

<https://www.aopa.org/training-and-safety/online-learning/safety-videos/avoiding-gear-up-landings-and-gear-collapses>

Preventing a Loss of Control Accident

<https://www.flyingmag.com/story/pilot-proficiency/loss-of-control-accident-prevention/>

Upcoming EAA Webinars

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

Date	Time	Title	Presenter(s)
11/2/21	7 p.m. CDT	Building a Canard Aircraft Homebuilders Webinar Series	Mike Beasley <i>Mike Beasley, editor of Canard Aviation magazine introduces the awesome world of canard aircraft and will cover considerations for selecting, building, owning, and flying these unique and efficient composite aircraft. Discussions will highlight the benefits of canard aircraft and also provide sources of support for builders and owners.</i>
11/3/21	7 p.m. CDT	How Hot is Too Hot? Qualifies for FAA WINGS and AMT credit.	Mike Busch <i>Keeping CHTs under good control is one of the most important contributors to piston aircraft engine longevity. But how hot is too hot? Is cooler always better? And if CHTs are too hot, how can you figure out why and what can you do to correct it? In this webinar, Mike Busch A&P/IA offers the operational guidelines and troubleshooting techniques you need to keep your CHTs well-behaved.</i>
11/9/21	7 p.m. CST	The Autogyro Museum Webinar Series	Chris Henry and Ben Page <i>There are several gyroplanes in the EAA Aviation Museum's collection. These aircraft have been used from everything from news aircraft to flying around the world. Join Chris Henry and Ben Page from the EAA museum staff as they discuss the gyros preserved here in the museum as well as the history behind this type of aircraft.</i>
11/10/21	7 p.m. CST	Where's My Oil Pressure? A Case of Maintenance-Induced Failure Qualifies for FAA WINGS and AMT credit.	Prof. H. Paul Shuch <i>The most hazardous flight you're ever likely to make is the first one after your airplane comes out of the repair shop. This is a case study of an actual maintenance-induced failure (MIF), leading Prof. H. Paul Shuch to declare an emergency and make an unscheduled power-off landing. Learn how to prepare for and deal with the unexpected — MIF is no myth!</i>
11/17/21	12 p.m. CST	Young Eagles Digital Signature App	David Leiting and Charlie Becker <i>Learn how to use the new iPad Young Eagles digital signature App. EAA Eagles Program Manager David Leiting and Chapters Director Charlie Becker will discuss this new tool for the Young Eagles program.</i>

Fourth Saturday Fly-Out Report

By Ray Franze

On Sunday, October 24th, two airplanes and five members flew down to Warrenton-Fauquier Airport to attend the Flying Circus Air Show. Gary Keller, Ray Franze and Gil Motz flew in the Chapter 36 Flying Club's Cessna 172, N8223U; and Mark and Sandy Hissey flew down in their Piper Archer, N8097Q. Hagerstown was windy and chilly with overcast skies—and at the time everyone seemed to be questioning Ray's decision to wear shorts.

-97Q departed HGR getting a not-needed head start to the flying club's -172. At our cruising altitude the air was pretty smooth. Just south of Martinsburg the overcast ended and we found ourselves enjoying blue skies and sunshine the rest of the way. Fighting a strong headwind, 23U was seeing groundspeeds of 68-73 kts most of the way down to Warrenton. As we began our descent on the eastern side of the ridge, the ride became a bit bumpy once again—but nothing more than light turbulence.

Listening to the automated weather and airport information, the winds favored Rwy 15. Due to the pre-air show rides and activities taking place at the Flying Circus, HWY utilizes a Right Traffic pattern for Rwy 33 on air show days. Additionally, the skydiving operation at HWY was active so parachute jumpers were a concern. Coming in from the CSN VOR and lack of traffic in the pattern at the time of our arrival set us up for an ideal straight in approach to Rwy 15.

Mark and Sandy were already tied down and getting topped off with Avgas from the fuel truck by the time we landed. Gary parked us right next to them; and we topped off as well. Hard to pass up when the fuel is \$.50/gallon cheaper (FS) than back at Hagerstown (SS). Amy and my kids drove down and met us at the airport along with my mother-in-law. Despite being from the area, neither had attended the Flying Circus before. We loaded up in our van for the short trip over to the grounds for the Flying Circus.

Upon pulling in one couldn't help but notice the beautifully painted Stearman's and Piper Cubs parked near the entrance. We had a little over an hour to explore the gift shop, reasonably-priced concessions, and walk the fence line checking out the extensive lineup of historic aircraft. We were blessed to have sunshine, blue skies and warm temperatures throughout the event. I don't want to spoil the various performances, so I'll just say it's worth the time, effort and expense to visit. I will say, one of the highlights was watching the wing-walking performances. Before and after the air show guests can reserve rides in a few of the aircraft; and after the show guests can go inside the fence line to see the aircraft up close and talk with the pilots. We made our way back to HWY shortly after the conclusion of the airshow.

Air traffic was picking as we departed HWY. We were treated to a nice tail wind and groundspeeds on the way back as well as silky smooth skies. Once we were close to Hagerstown we found ourselves back underneath a high overcast layer. Hagerstown Tower had both aircraft enter a right-hand traffic pattern for Rwy 20—a rare sight picture.

There is some interest around attending the Flying Circus next year during their Balloon Festival; maybe we'll plan a trip down around that event. Hopefully more will be able to join in on the fun next year.





A few EAA Chapter 36 members flew here (Warrenton-Fauquier Airport) to attend the Flying Circus Airshow. We reserved the use of their courtesy car & was ready for us to use. We ended up using another members van who had driven down to get to the airshow. Both planes were refueled & the hospitality was great. Fuel was as advertised however there's a 10 cent per gallon cash discount. One note, don't get confused while listening to the AWOS. The tail end of its broadcast is more a NOTAM on the use of the runway 33 when the airshow is active & the winds favor using it. Mind the broadcasts winds & direction for the active runway in use & follow the other traffics lead. PS... The airshow was great & the final display is phenomenal. A must-see if on your bucket list! – *Mark Hissey*

Poker Run Results

On behalf of EAA Chapter 36, a special Thanks! to our participants who traveled near (HGR-based) and far (OFP-based) to participate in the event. It would not have been possible without the support from EAA members and/or FBO staff at each of the destinations—so we offer a heartfelt Thank You! to them as well.

We had 11 aircraft, 16 participants and 73 poker hands played during the Poker Run. Numerous strong hands made for some tough competition to claim one of the winning prizes. While the majority may not have had a winning hand, many left with at least one raffle prize, if not a hearty bounty.

An overview of the results of all hands:

Royal Flush - 0
Straight Flush - 0
Four of a Kind - 1
Full House - 6
Flush - 2
Straight - 3
Three of a Kind - 4
Two Pair - 14
Pair - 22
High Card - 14
Did Not Finish - 7

1st Place - HGR Aviation Museum PT-19 Flight

Four of a Kind (Jacks) - Gary M.

2nd Place - Mid-Atlantic Soaring Assoc. Glider Flight

Full House (Kings over Jacks) - Austin C.

3rd Place - The Grille at Runways (HGR) \$50 Gift Card

Full House (Kings over Tens) - Bill H.

4th Place - Katara's Crosswinds Cafe (MRB) \$20 Gift Certificates

Full House (Tens over Fives) - Austin C.

Remaining hands in the Top 15

5. Full House (Fives over Eights) - Michael T.
6. Full House (Fours over Sixes) - Bobbie R.
7. Full House (Threes over Sixes) - Bobbie R.
8. Flush (King high with Ten kicker) - Clubs - Austin C.
9. Flush (King high with Eight kicker) - Hearts - Henry H.
10. Straight (Ace high) - Austin C.
11. Straight (King high) - Garland H.
12. Straight (Seven high) - Austin C.
13. Three of a Kind (Queens with Ace kicker) - Michael T.
14. Three of a Kind (Queens with Seven kicker) - Bobbie R.
15. Three of a Kind (Eights) - Bobbie R.

*A special **Thanks!** to the organizations who donated prizes for this event.
Join us in supporting them and their missions*

Hagerstown Aviation Museum
hagerstownaviationmuseum.org

Mid-Atlantic Soaring Association
midatlanticsoaring.org

The Grille at Runways
thegrillehgratrunways.com

The Recreational Aviation Foundation
theraf.org

Pittsburgh Institute of Aeronautics
pia.edu

Glenn L. Martin Maryland Aviation Museum
mdairmuseum.org

College Park Aviation Museum
mncppc.org/1593/College-Park-Aviation-Museum

Greencastle Golf Club
greencastlegolf.com

“Soaring the Sky” podcast
soaringthesky.com

Katara’s Crosswinds Café
facebook.com/Crosswinds-Café-265975873805908



Ray Aviation Scholarship Update: Andrew Russell



Getting Closer!

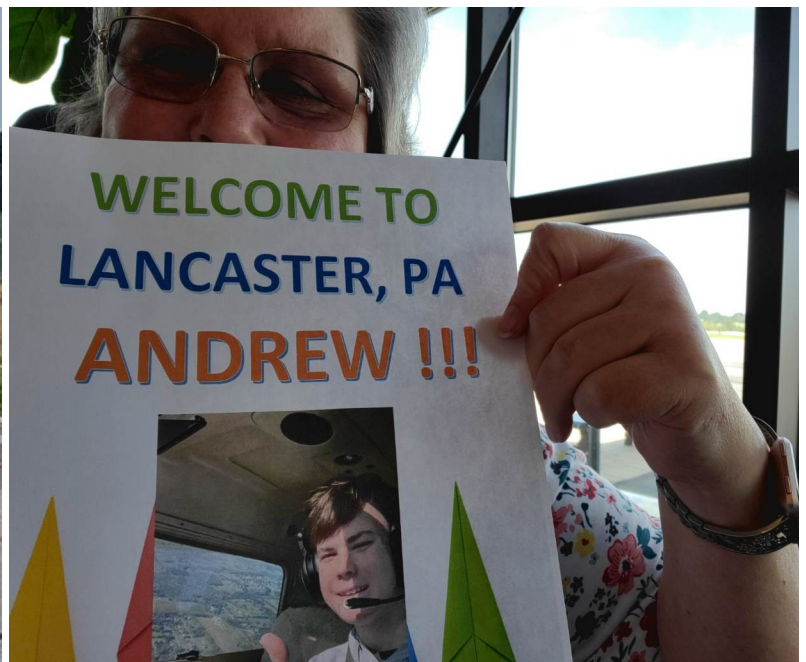
October has been a month of studying for my written and flying. I am currently at Forty-Seven hours of flight lessons. I am scheduled for three times a week at three-hour lessons.

I flew my first and second cross country up to Lancaster, then four cross country to Martinsburg, and then my long cross country to Lancaster, Hagerstown, and back to Frederick. I also flew to Clearview Airport in Westminster MD with my instructor Anthony. Then I soloed to Lancaster on a Saturday and my Aunt Karen met me at the airport with a sign, candy, and lunch.

That was one of the most exciting besides hearing Mr. Gary Keller on the radio and having Mr. Ray Franze see me land in Martinsburg. It's great knowing there are friends watching where I go!

My Instructor Anthony has accepted a position with the airlines so I will be working with Instructor Luke to help guide me the rest of the way through the program. We will all miss Anthony, he has been a great help.

Keep your fingers crossed that I pass my written exam. Until next time, see you in the skies!



Members Pages

Mark Hissey and his 700th Young Eagle, Cameron



Pedal Planes

“Chuck Yeager needs to check his six!” – *Pete Walters*



Pete Walters

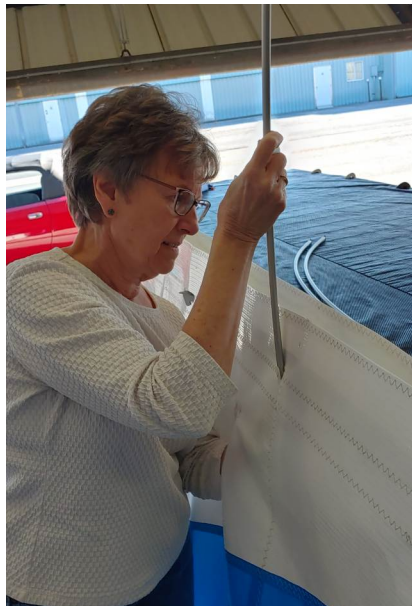
Both wings are basically complete. After my wing tips and struts return from the painter, the tips can be added, and everything will be ready to mount on the fuselage soon.

The right wing structure on the work bench.



The fabric has been folded up around the structure which is now standing on edge. Two 7 meter long laces bind the trailing edge.

My wife, Karen, was a real help. "Just like ice skates." I was thinking more like combat boots.



Curved battens are inserted into sleeves sewn into the fabric, and act as ribs. Push them in. 10 lower and upper on each wing, and special pairs on each end. The black tabs on the ends wedge between the fabric and the leading and trailing spars.

Elizabeth Thornwall

We've had some good IFR flying weather recently, so I've been able to put my instrument rating to use. These photos are from a couple of flights my CFI, Jay Chiang, and I took this past month.

