



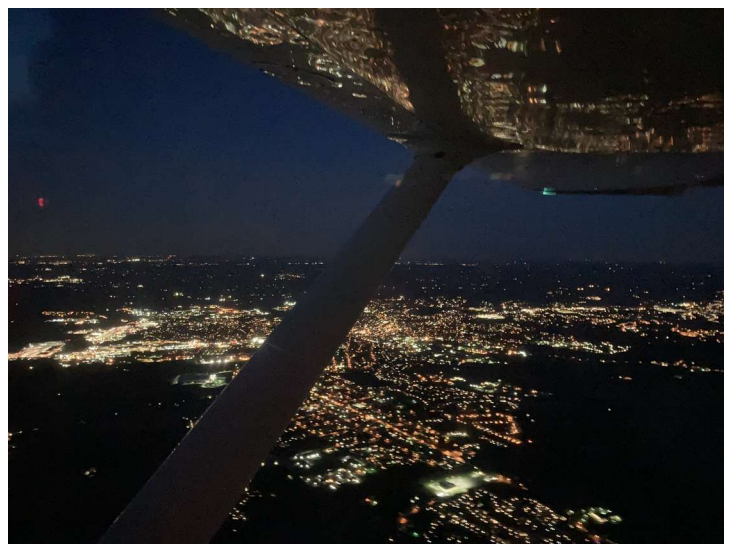
# The Hagerstown Homebuilder

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

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# EAA CHAPTER 36

**June 2021**

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→→→ **Our next general membership meeting will be held June 1st** →→→

## The President's Corner



May turned out to be an active month. We started the month with a presentation by John Seburn about the Hagerstown Aviation Museum. I was happy to hear we had our largest monthly chapter gathering attendance since I've been around. The event included 16 visitors spread across three different EAA chapters in the region. Thanks again to the museum for sharing the facility with us and for the outstanding presentation.

The following day we bid farewell to Ben and Annette Trillanes who departed the area, settling down in South Carolina. A big Thank You! to both for their significant involvement in the chapter over the years. And a special Thanks! to Jay Swift for hosting the event and the never-ending menu options available for those who attended. We wish Ben and Annette nothing but the best as they embark on their new adventure.

On the 15<sup>th</sup>, the Museum held its Open Airplane Day. We didn't fly Young Eagles, but we did have an information table setup. I spoke with a few families that were quite interested in our chapter and numerous questions about our next Young Eagles event. Not lost on me was realizing the aircraft parked beside our table was 93-years old—a 1928 Kreider-Reisner KR-31 Challenger. The exclamation mark on the afternoon was getting to fly down and circle over my neighborhood in the museum's blue-and-yellow PT-19.

The day before, Governor Hogan announced a significant easing of the mask mandate throughout the state of Maryland. From the governor's website, effective May 15<sup>th</sup> all capacity limits and restrictions will be lifted, the mask mandate ends (with a few exceptions) and it is *recommended* for anyone not vaccinated to wear a mask in all indoor settings and outside if social distancing can't be maintained. Others states throughout the region are following suit as well. I believe this means we can return to our regularly scheduled programming with confidence.

Our "Fourth Saturday Flyout" in May was the biggest one so far this year. We had twice the aircraft and three times the participation than each of the previous two months. Maybe going forward we'll just plan to kick it off in May. Thoughts? Anyway, this month we had two planes and six attendees fly over to Easton, MD for breakfast at the airport's Sugar Buns Airport Café. You can find pictures from the flyout and a trip report further back in the newsletter. It would be great to see the number of aircraft and members increase for future flyouts.

Speaking of the future, we are starting to fill up our list of feature presentations at upcoming chapter gatherings. In July we are tentatively scheduled to meet at the Pegasus R/C Club for a presentation and demonstration. In August we are slated to hear from the host of the "Soaring the Sky" aviation podcast, and a presentation about the Civil Air Patrol in September. Washington County recently selected a new airport director who effectively takes over on June 14<sup>th</sup>. Once he's settled into the position for a few months we'll reach out to see about having him speak to our chapter. I'm trying to come up with interesting topics and guest speakers, but I fear I'll eventually run out of ideas so please help me come up with ideas so we can plan out the future and spread the word to get more of the public interested in joining our chapter.

Until next time ....

Safe skies!

# May 4th Chapter Meeting Agenda

## Chapter Business

- **Finances**
- **In the News**
  - Wed. 5/5 - Farewell Get-Together for Ben & Annette at Jay Swift's residence
  - Sat. 5/15 - Museum's Open Airplane day – EAA 36 Informational Table, ***no YE Flights***
  - Sat. 5/22 – "Fourth Saturday Flyout" – Sugar Buns Airport Café, Easton, MD.
- **Happening Now**
  - Stolp SA-900 V-Star (Joe Boyle & Co.)
  - YE RC Build & Fly Program
  - Scholarships
    - 2020 Ray Aviation Scholarship
      - Aidan, Solo cross-country hours and checkride prep remain
    - 2021 Ray Aviation Scholarship
      - Scholarship committee selected a recipient
      - Currently working through EAA's formal process
      - Formal award/presentation slated for June
    - Walter Green Memorial Scholarship
      - Applications coming in from PIA
      - Committee Review and Selection in the coming weeks
- **Upcoming Programs/Projects**
  - Young Eagles Workshops
    - Moving forward with planning/acquiring kit
    - Seeking interested youth
  - Movie Nights – aiming for a late summer / early fall start
  - Poker Run – October 2021
    - Definite support from 5 of 7 planned stops, reaching back out to final two.
    - Specific Rules / Event Information forthcoming in a couple of months.
    - EAA members, non-members welcome to participate. Pilots and passengers.

## Member Accomplishments

- Elizabeth Thornwall – Instrument Rating
- Ben & Annette Trillanes – Anxiously awaited move south – enjoy the warmth

## Feature Presentation – HAGERSTOWN AVIATION MUSEUM

### Gary's Wise Words of Wisdom

## Meeting Attendees

**EAA 36:** Gary Keller, Jenny Keller, Dean Popio, Austin Colby, Pete Walters, Jim Marsden, Justin Murphy, Ned Remavege, Ken Jones, Joe Boyle, Mark Hissey, Sandy Hissey, Ben Trillanes, Annette Trillanes, Jay Swift, Jathan Swift, **EAA 122 (aka "The Keystone Corps"), New Cumberland, PA:** Bradley Meals, Michaels Meals, **EAA 1041 (aka "The Gettysburg Barnstormers"), Gettysburg, PA:** Henry Hartman, Sam Kistler, Gary Mathua, Savy Maranto, Hayden Clark, Katarina Richardson, Madison Richardson, Wendi Clark, Bob Howe, Richard Horigan, Mike Higgins; **EAA 1071 (aka The Mountain Air chapter), Martinsburg, WV:** Gary Russell, Richard Talbott, Lee Jones; **Other:** Dale Graves, Mike Langford, Dianna Moy, Harold Richard

# Chapter 36

## News and Events



### Current Fuel Prices

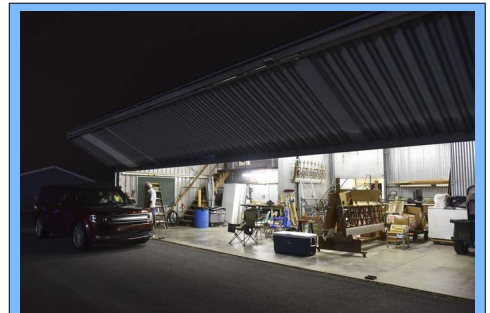
as of  
May 18, 2021

Airport	SS	FS
Hagerstown	\$5.35	\$6.10
Frederick	\$5.45	\$6.20
Martinsburg	\$4.89	\$5.74
Winchester	<b>\$4.84</b>	<b>\$5.09</b>
Cumberland		\$5.25
Carroll County	\$5.18	\$6.18

[www.airnav.com](http://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

### June



**Chapter Meeting**

Monthly Chapter meeting on Tuesday, June 1st at 7:30 PM in the Hagerstown Aviation Museum hangar. This month's guest speaker is Dave Verdier, who will speak to members and guests about the 80th Fighter Group, 90th Fighter Squadron, the "Burma Banshees," and one of their pilots, who mostly flew P-40s.



**Young Eagles Event**

Young Eagles Event on June 19.  
9 am to 1 pm.

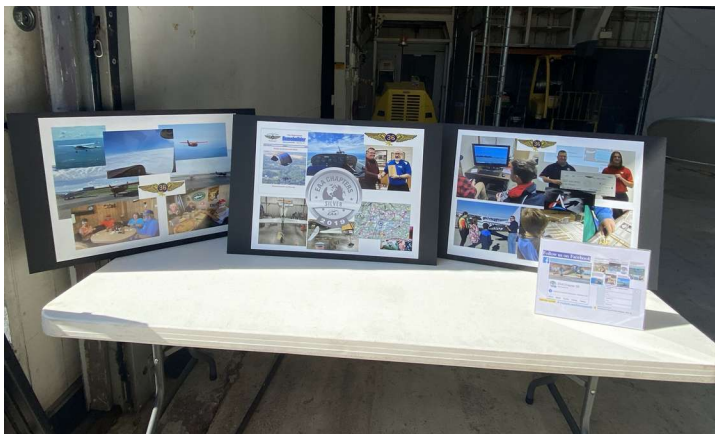


**Fourth Saturday Fly-Out**

Fly-Out to Reading Regional Airport, PA for lunch on June 26th.  
ETD: 10:00 am.

Other Events in June & July	
<b>JUNE 6 &amp; 7</b> EAA Chapter 1041 Gettysburg, PA	Fly-In/Drive-In Pancake Breakfast
<b>JUNE 26</b> PEGASUS RC Club	Open House and Fun Fly
<b>JULY 10</b> PEGASUS RC Club	Potluck and Fun Fly
<b>JULY 10-11</b> Jimmy Stewart Airport, Indiana PA	Jimmy Stewart Airshow

## Chapter 36 Information Table at Open Airplane Day



## **New director: Rick Johnson takes the job at Hagerstown Regional Airport**

Rick Johnson will be the new [Hagerstown Regional Airport](#) director effective June 14.

The Washington County commissioners made the hiring official at their meeting Tuesday.

He will succeed Garrison Plessinger, who announced his [intent to resign in February](#).

Johnson's salary will be \$83,699, according to information prepared for Tuesday's meeting.

"I'm very excited about the opportunity to serve the county as the new airport director," Johnson said in a Thursday news release from the county. "I look forward to working with a great team within the department as we focus on developing the airport as the preferred airport in the region."

Johnson has been [Frederick Municipal Airport](#) manager since 2013. He has worked for the City of Frederick for more than 21 years in various project management roles.

As Frederick airport manager, he has overseen the \$2 million operating budget and \$28 million Airport Capital Improvement program and day-to-day operations at the second-busiest airport in Maryland, averaging more than 94,000 annual aircraft operations, according to the release.

Johnson also has 32 years of military service, including two overseas deployments to Afghanistan and one recently in Iraq.

He serves in the U.S. Air Force Reserves as air freight flight chief of the 69th Aerial Port Squadron at Joint Base Andrews and has the rank of senior master sergeant.

Additionally, he is recognized as a certified member with the American Association of Airport Executives and is a student pilot.

"Rick Johnson's wealth of knowledge and experience in airport management and his many years of military service brings great value to the Hagerstown Regional Airport," Washington County Administrator John Martirano said in the news release. "I welcome Mr. Johnson to Washington County, and I am excited to

see what he will bring towards the continued growth and development of HGR."

As director of Hagerstown Regional Airport, Johnson will be responsible for ensuring that the airport complies with federal and state regulations. He will be working with local jurisdictions to continue the development of the airport.

<https://www.heraldmillmedia.com/story/news/2021/05/20/rick-johnson-named-hagerstown-regional-airport-director-washington-county-maryland/5185954001/>

## **Other Aviation Articles:**

**Training Tip: Instructors behaving badly**  
<https://www.aopa.org/news-and-media/all-news/2021/may/18/training-tip-instructors-behaving-badly>

**Maryland airport embraces drone integration**  
<https://www.aopa.org/news-and-media/all-news/2021/may/24/maryland-airport-aims-to-be-drone-integration-model>

**Pilot Deviations**  
<https://www.avweb.com/flight-safety/pilot-deviations/>

**New World War II in the Air gallery planned at National Air and Space Museum**  
<https://generalaviationnews.com/2021/05/26/new-world-war-ii-in-the-air-gallery-planned-at-national-air-and-space-museum/>

**They didn't teach me that**  
<https://generalaviationnews.com/2021/05/25/they-didnt-teach-me-that/>

**Farm to Capital**  
<https://www.aopa.org/news-and-media/all-news/2021/june/pilot/farm-to-capital>

## June EAA Webinars

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

Date	Time	Title	Presenter(s)
6/1/21	7 p.m. CDT	<a href="#">AirCam Kit Aircraft</a> <b>HOMEBUILDERS WEBINAR SERIES</b>	Phil Lockwood <i>Phil Lockwood will discuss the inspiration for the AirCam design, building basics, kit options and answer your questions about this unique design.</i>
6/2/21	7 p.m. CDT	<a href="#">What Plane Should I Buy?</a> <b>Qualifies for FAA WINGS and AMT credit.</b>	Mike Busch <i>Many airplane buyers, particularly first-time buyers, tend to buy more airplane than they need (or can afford to maintain). Some buyers get scared off by high-time engines, high-time airframes, older aircraft, or worn paint or interior. In this webinar, Mike Busch, whose company has managed thousands of prebuys, offers some thoughts about finding the right purchase candidate.</i>
6/8/21	7 p.m. CDT	<a href="#">Spirit of St. Louis</a> <b>MUSEUM WEBINAR SERIES</b>	Chris Henry and Ben Page <i>Join the museum team as we discuss Charles Lindbergh's historic flight in 1927. We will also look into the background of the Spirit replicas that call the EAA Aviation Museum home, and the adventures they have been on.</i>
6/9/21	7 p.m. CDT	<a href="#">Evolution of Flexwing: Weight-Shift Trikes</a> <b>Qualifies for FAA WINGS credit.</b>	Mike Hudetz <i>Mike Hudetz, FAA weight-shift CFI and DPE, will discuss the modern trike development from the earliest aviation experiments dating back to 1891. He will explain performance and flight characteristics, including how the flexwing trike is different from a fixed-wing airplane, including how airplane pilots can transition and add weight-shift privileges.</i>
6/15/21	7 p.m. CDT	<a href="#">Decision-Making and Loss of Control Inflight (LOC-I)</a> <b>Qualifies for FAA WINGS credit.</b>	Gordon Penner <i>Gordon Penner will take a big-picture look at LOC-I and decision-making. Elements of the talk will include: a discussion of the takeoff phase from the beginning of the takeoff roll to the point where a safe return altitude is reached; a look at LOC-I when trying to return to the runway after engine failure and ways to determine a safe return altitude; risks for LOC-I in the maneuvering, approach, and landing phases, and finally botched go-arounds.</i>
6/16/21	7 p.m. CDT	<a href="#">Aviation and Aircraft Taxes</a>	Greg Reigel and Paul Herbers <i>This webinar will provide a high-level overview of various tax issues applicable to general aviation aircraft and hangars. Topics will include federal taxation on business use of aircraft, state sales and use tax on aircraft purchases, including various exemptions, personal property, homebuilt aircraft and registration tax, and liens resulting from failure to pay applicable taxes.</i>



# Fly-out Report: Easton Airport

On Saturday, May 22<sup>nd</sup>, two airplanes and six members flew over to Maryland's eastern shore for breakfast at Sugar Buns Airport Café, Easton Airport (ESN), Easton, MD. Ray Franze, Gary Keller and Joe Boyle flew in the Chapter 36 Flying Club's Cessna 172, N8223U; and Austin Colby flew his wife Brittany and daughter Mackenzie in his Cessna 182, N20761. VFR conditions prevailed, but Ray and Austin both filed IFR for the flight over which simplifies the process of flying through the SFRA and Class B airspace.

-23U departed HGR first but of course over time Austin's -182 caught up to the flying club's underpowered -172. The downside to both planes being IFR was the required separation ATC had to provide so -761 got some additional vectors for spacing and an eventual climb to 6,000.'

The air was exceptionally smooth at altitude and the route of flight over to Easton took both airplanes between downtown Baltimore and BWI where the guys watched a steady stream of Southwest Airlines flights departing Runway 28 with more taxiing out for departure. As -23U was starting to cross the Chesapeake Bay at 5,000' it was treated to a Southwest Airlines 737 passing underneath as it began its final turn back toward BWI. Traffic was busy at Easton but both planes were able to enter the pattern and land without any issues as Easton's control tower did a great job managing it all.

We were able to get two tables right away inside the restaurant, which does also have outside patio seating. When in Rome, do as the Romans do. If you go to Sugar Buns Airport Café, you "have" to get the sugar buns. Once again, they did not disappoint! Austin and Brittany were smart and also got a couple to go. The service was a bit slow and disappointing but I'm pretty sure they only had one waitress available and there was a steady stream of customers after we arrived—and the manager (owner?) seemed to be making things worse for the poor girl. The meals were very good and we learned they "don't have sides [of chipped beef gravy]," so if you order one be prepared for a full serving. The camaraderie was second-to-none which typically provides more value than the meal itself.

Maryland Air had -23U topped off with fuel shortly after we arrived so all we had to do was pay for it on our way out. Their really nice FBO has numerous aircraft hanging from the ceiling with several having ties to the state's historical aviation manufacturers like Fairchild and Glenn L. Martin. By the time we were ready to depart, the ramp was full of aircraft that flew in for breakfast at Sugar Buns.

Austin and his family departed first, with Gary and the guys departing right behind. Gary flew the return trip in -23U with Ray handling the radios to coordinate flight following and navigating the busy airspace. Potomac Approach cleared us through the Class B airspace before we asked for it, and our route back took us right over top Martin State Airport (MTN), a public airport that also has the Maryland Air National Guard's 175<sup>th</sup> Wing, and their A-10 fleet below. Although P-40 was expanded and "hot," we flew through the outer ring of the TFR (5-10 nm radius) which was acceptable because we had a unique squawk code and talking to Potomac Approach. They just told us to keep that squawk code all the way to the ground when they handed us off to Hagerstown tower.

While Easton and its sugar buns were the destination and goal, getting to fly others through an area of busy, relatively complex airspace and constant radio chatter while watching airlines depart off your wing and arrive right below you—as well as flying through an active TFR without an F-16 intercept because you're doing it properly—is a reminder that often times it's the journey, not the destination that matters.



## Ray Aviation Scholarship Update



“May has been an exciting month in my flight training. I completed my first solo cross country, a short hop from Frederick to Lancaster and back. The flight went very smoothly and was definitely a huge boost of confidence. I am also looking forward to, very soon, completing my long cross-country flight. Because of president Biden's frequent use of camp David, Hoa, my flight instructor, and I came up with an alternate route (KFDK, KCHO, KMRB) instead of our originally planned route (KFDK, KLNS, KMRB) that I can plan to use if the P40 is expanded when I am next planning my flight. Unrelated to my flight training May has been a very eventful month; between prom, the last day of school, lacrosse, and graduation practices, I have had a time of great change but also lots of fun. I am looking forward to getting my final flight requirements knocked out so I can focus on preparing for my check ride.” – *Aidan Bedwell*



## Members Pages



**Mark Hissey**

### **Breakfast at Jimmy Stewart Airport, Indiana, PA**

“Great breakfast, bacon, scrambled eggs, hash potatoes, pancakes, rolls, choice of juices, coffee. Hospitality with the terminal crew was great. Topped off the tanks for less than avgas at HGR. Only a 45 minute flight. Going out at 8:30. Smooth the whole way at 0450.

Coming back at 1:30 was a bit bumpy from ground level all the way up to 0750. Settle in at 0550 where it smoothed out some. Great day to fly out & have breakfast with relatives.” – *Mark Hissey*





## Elizabeth Thornwall

“Over the past month I have been continuing to train for my commercial pilot certificate and have also been studying for the commercial knowledge test. The flight training has mostly been practicing the maneuvers and landings that will be on the

commercial checkride. I am required to have 10 hours in either a complex or TAA (Technically Advanced Aircraft, basically an aircraft with glass cockpit flight instruments and an autopilot), so for the past couple of weeks I've been flying Bravo Flight Training's Cessna 172S with G1000 avionics. At the beginning of the month I also did a night cross country flight up to Harrisburg International Airport (KMDT), where we did pattern work to get the 10 night landings that are also required for commercial. The photos are from that flight, taken by my flight instructor Jay Chiang.” – *Elizabeth Thornwall*



## Ray Franze

“I did it! I finally did it. I flew into, and landed at, Clearview Airpark. There isn't any particular reason I hadn't flown into the airport yet; and for as long as I've been flying around the mid-Atlantic region, I was long overdue. Of Maryland's public-use airports, Clearview's runway is the state's shortest (1840') and tied with Essex Skypark for the narrowest (30'). And it has a significant slope from one end to the other, which can aid with stopping and taking off in time. The second approach was the winner after a go-around for being too high coming in over the numbers. A bit hazy, but the winds were calm and I had the airport to myself, literally. The FBO was closed (which I knew because of the NOTAM) so I didn't get to buy the “I landed at Clearview Airpark” mug. If you call the FBO, a voicemail message states they open for appointments only for the time being. Since I was out that way, I hopped on over to Harford County Airport and Claremont Airport (formerly Cecil County Airport) to add a couple more stamps to the ol' Explore Maryland By Air passport book.” – *Ray Franze*



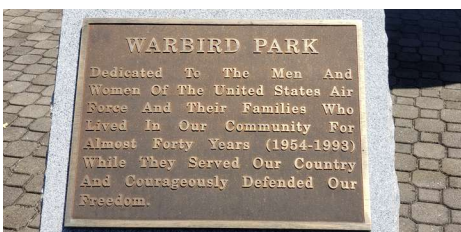
## Ray's Flight in the Hagerstown Aviation Museum's PT-19





## Mark Hissey

Aviation Warbird Park in South Myrtle Beach, SC



# 2021 “WINGS, WHEELS & PANCAKES” FLY-IN/DRIVE-IN BREAKFAST

Gettysburg Regional Airport (W05) • Route 30 West–Gettysburg, PA

Saturday, June 5 and  
Sunday, June 6

Saturday, Sept. 25 and  
Sunday, Sept. 26

8:00am–Noon • Rain or Shine!

## Breakfast Highlights

Pancakes, Eggs, Sausage, Homefries  
Coffee, Tea, Juice

\$8.00 per person • Children Under 12 \$3.00

Portion of proceeds benefit various Aviation Programs for Youth

**Antique & Classic Cars Invited**  
**“Hangar Flying”**  
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**AVGAS Now Available !**

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