



The Hagerstown Homebuilder

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EAA CHAPTER 36

November 2024

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2023-24 OFFICERS AND SUPPORT STAFF	
President: Ray Franze	Vice-President: Gary Keller
Secretary: Dean Popio	Treasurer: Dean Popio
Young Eagles Coordinator: Curtis Berry	Tech Counselor - Flight Advisor: Gary Hartle
Webmaster: Carl Thornwall	Newsletter Editors: The Thornwall Family

Board of Directors:	Joe Boyle
Jim Marsden	Austin Colby
Elizabeth Thornwall	Dave Anderson

→→→ **Our next general membership meeting will be held November 5th** →→→

The President's Corner



We reached my penultimate month as PIC of EAA Chapter 36. I have been cleared to descend via the arrival. As I make preparations for my final approach, I just wanted to say ...

... “THANK YOU!” to everyone who has played a role in the success of our chapter. As the reports came in following October’s Young Eagles event and Pancake Breakfast, I was excited to read that we met our Concessions goal for the year in quick order that morning. And another successful Young Eagles event flying 83 kids—bringing our total to 375 for the year.

This was the first year since I began flying Young Eagles that I did not make an event. I did not fly a single Young Eagle flight, marshal aircraft on the ramp, help in the kitchen, setup or tear down. And, unfortunately, I was not available to address the rude parents we had at our final event. I hated not being there because I prefer leading from the front and working alongside our volunteers. Life’s demands pulled me away to various places for various reasons this year. And this year has reinforced what I’ve always known—it’s the collective effort of our members that produces the positive impact we have as an organization in our community.

And this goes beyond our public events—if you’ve introduced non-members to our chapter, lined up guest speakers, served as a guest speaker, helped another member with their build project, patiently waited for my newsletter comments 5 days after they’re due to assemble an upcoming newsletter—all of your efforts—big or small, public or private, in the forefront or behind the scenes—are genuinely appreciated. From the bottom of my heart ... “THANK YOU!”

Later in October, several of us flew over to Latrobe,

Pa. for lunch at DeNunzio’s, an upscale Italian restaurant in Latrobe’s airport terminal. I’ll save the details for the trip report. But that was a great day.

Our scholarship committee selected the chapter’s 2024 Ray Aviation Scholarship recipient, Asa Martin. His information and credentials were submitted to EAA in time to beat the October 31st deadline. EAA will review his application over the course of the first full week in November, receiving their formal blessing soon after we hope.

In the midst of selecting a scholar at the 11th hour to make sure we don’t lose our scholarship, much time and effort has gone into preparing for this year’s Poker Run. We slipped it to November because, well, frankly, October’s weekends were just too gorgeous and perfect for an EAA Chapter 36 Poker Run. The fact of the matter is, me being gone just about the entire month of August set me back as far as planning and execution. But a lot of effort is being made to solicit prizes, including new prizes, for this year’s event. Additionally, we’re introducing a youth activity to the event which has added a lot to the workload (and stress)—but it promises to be a very unique, youth-focused activity that introduces more youth and families to aviation, furthering our chapter’s role as a gold standard of EAA chapters.

We ARE having a monthly chapter gathering on the first Tuesday of November. Despite being Election Day, many of our regular attendees responded they would attend the gathering if we kept to the schedule. I would wax poetically about it being our chapter’s own, internal election day. But this has proven to be a weak spot for a chapter—and my successor may come down to who flinches, or caves, first. When soliciting interest for open vacancies at a chapter gathering, I feel like I’m having an out-of-body experience, looking down on Ben Stein trying to get answers from his class in *Ferris Bueller’s Day Off*. “Anyone, anyone?”

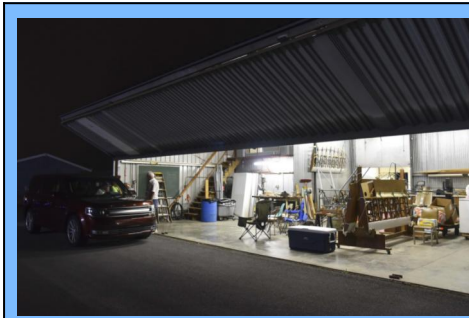
Don’t forget about the time change. Overnight, this weekend, we fall back an hour. While it will be nice to get an extra hour of sleep, night fall approaches much faster. For my fellow aviators, we will be five hours behind UTC at that point. Be sure to math correctly when converting the time.

Until next time ...

Safe skies!

Chapter 36

News and Events



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

Current Fuel Prices		
as of October 29, 2024		
Airport	SS	FS
Hagerstown	\$6.65	\$7.50
Frederick	\$6.75	\$7.50
Martinsburg	\$5.98	\$6.59
Winchester	\$5.47	\$5.87
Cumberland		\$6.55
Carroll County	\$6.91	\$7.31

www.airnav.com

Poker Run

- Date: Nov. 9th (primary) 8:00a – 4:00p
Rain Date(s): Each Nov. weekend day 'til 11/24

Planned Airports:

- **HGR***** - MRB - FDK - DMW
- THV - W05 - N68

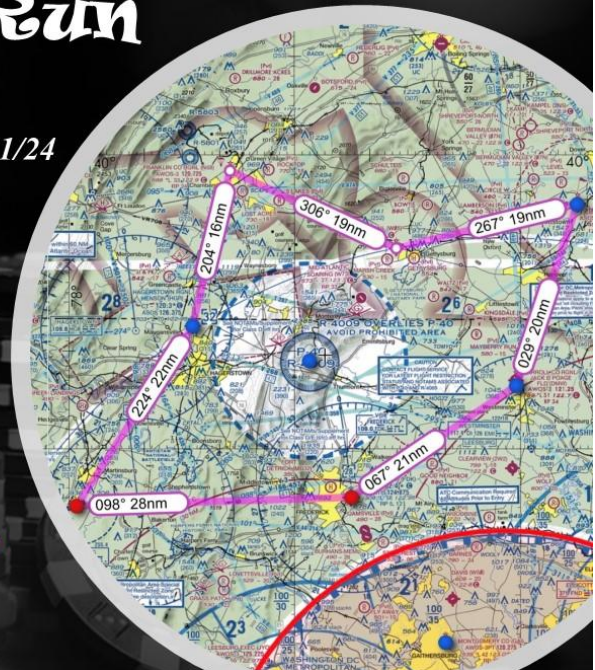
*** **HGR = START / FINISH**

\$5 / poker sheet ("hand") – unlimited

***raffle ticket for each poker hand purchased**

****Prizes for winning hands and raffles**

144.4 nm course



November



Chapter Meeting

Monthly chapter meeting on Tuesday, November 5th, 7:00 p.m. at the Hagerstown Aviation Museum hangar.



Poker Run

Poker Run & Youth Aviation Adventure on Saturday, November 9th, 8:00 a.m. - 4:00 p.m. at the Rider Jet Center Conference Room.

Backup dates for weather are subsequent weekends in November.

Upcoming EAA Webinars

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

[Distrust and Verify](#) | Qualifies for FAA WINGS and AMT credit

Wednesday, November 6, 2024, 7 p.m. CST with Mike Busch

The Russian proverb "Trust but verify" made famous by President Ronald Reagan was later morphed by Secretary of State Mike Pompeo into "Distrust and verify" when he spoke about China. Pompeo's version is just as applicable to aircraft maintenance as it is to arms control. Far too often, A&P mechanics attack an aircraft with tools in an attempt to fix an issue based solely on a squawk by a pilot or aircraft owner without actually verifying for themselves that the description is accurate. Frequently this results in costly and time-consuming maintenance that doesn't resolve the issue. In this webinar, Mike Busch A&P/IA offers two real-life stories to illustrate this problem and talks about what pilots and mechanics can do to prevent it from happening. Qualifies for FAA WINGS and AMT credit.

[Christen Eagles](#) | EAA Museum Series

Tuesday, November 12, 2024, 7 p.m. CST with Chris Henry and Amelia Anderson

Frank Christensen built a legend when he designed the Christen Eagle. The airplane is enjoyed by so many in the aerobatic world, and EAA's heritage is deeply tied to the aircraft type. Join EAA Museum Manager Chris Henry as he discusses the museum's Christen Eagles and this legendary aerobatic aircraft.

[Scanning the Gauges: Surviving VFR Into IMC](#) | Qualifies for FAA WINGS credit

Wednesday, November 13, 2024, 7 p.m. CST with Prof. H. Paul Shuch

Federal Aviation Regulations are very clear as to the training, currency, equipment, inspections, and clearances required for flight into instrument meteorological conditions. Still, far too often, pilots stumble into IMC without meeting those requirements. In this FAA Safety Team WINGS webinar, Prof. H. Paul Shuch will review the pertinent FARs, explore the reasons for these deviations, and discuss lifesaving training and techniques to follow if you should ever find yourself flying VFR into IMC. Qualifies for FAA WINGS credit.

[EAA Ray Aviation Scholarship – Update for 2025](#)

Wednesday, November 19, 2024, 7 p.m. CST with Chris Gauger

The Ray Aviation Scholarship is a merit-based scholarship program to help young people learn to fly. Funded by the Ray Foundation, managed by EAA headquarters, and administered by EAA chapters, this program has allowed almost 600 youths to obtain their pilot certificates to date. Christopher Gauger from the EAA Chapters staff will provide an overview of this successful program for both newcomers and those already familiar with the program.

Flyout Report – Lunch at DeNunzio’s

On Saturday, October 19th, six members, in three aircraft, departed Hagerstown to have lunch at DeNunzio’s—an Italian restaurant in the airport terminal at Latrobe, Pa’s Arnold Palmer Regional Airport.

Ray Franze and Gil Motz led the departures in the Chapter 36 Flying Club’s Cessna 172, N9223U. Chad Gross and Tim Manahan were in the Tailwinds Flying Club’s Piper Cherokee 180, N8468W. Dave Anderson and Marshall Martin flew over in Dave’s BRM Aero Bristell, N937LC.

The weather was absolutely gorgeous for a flight over to southwestern Pennsylvania. The altimeter setting at HGR was 30.58; and that may be the highest altimeter setting I’ve ever programmed in an aircraft. The air was silky smooth on the way over—none of us felt a single bump from departure to arrival. Despite not having autopilot, -23U pretty much flew itself with minimal input once we were at our cruise altitude.

Living up to its reputation, despite being the first to depart HGR, -23U was the last to arrive at LBE.

Weather has forced us to cancel a flyout, or revise the destination. Mother Nature was on our side this day. This event, however, was threatened by the forces of politics. Biden was slated to go to Camp David for a few days—and lately he’s been flying into HGR, on a Saturday, even if the weather is favorable. So getting out on time, or being able to get back into HGR in a timely manner became a concern. And Trump’s campaign team decided to hold a rally in Latrobe. Well, not in town—at the airport. So that became a concern. Fortunately, the timing worked out—Biden didn’t fly into HGR, and Trump was scheduled to arrive several hours after we left, so we were able to go as planned, enjoy lunch, and leave before the airport was shut down.

Making the trip really interesting was learning upon arrival that the stage for the rally was setup on the ramp of the FBO. The law enforcement presence at the airport was immense. We parked at the far end of the ramp, and the FBO’s line service personnel shuttled us to the building, which was a mix of FBO staff, law enforcement, secret service, campaign staffers—we literally arrived at “ground zero” for the event. After requesting a top-off and checking in with the FBO desk, we walked over to the airport terminal building to make our way upstairs to the restaurant.

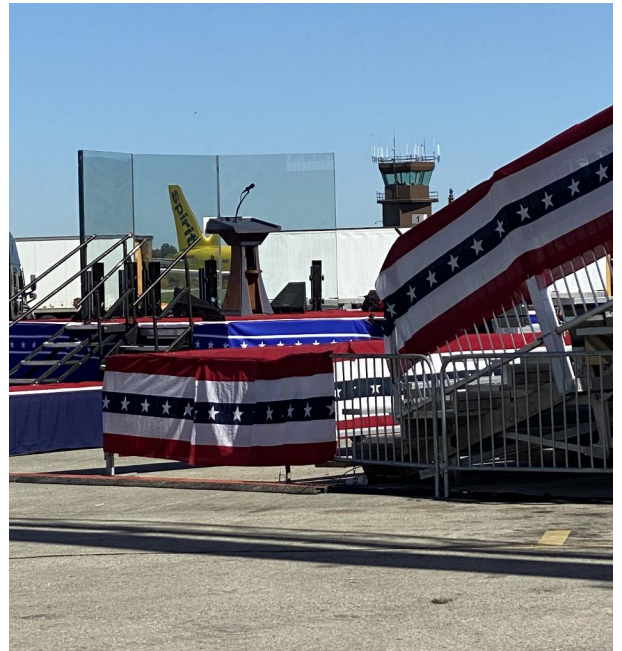
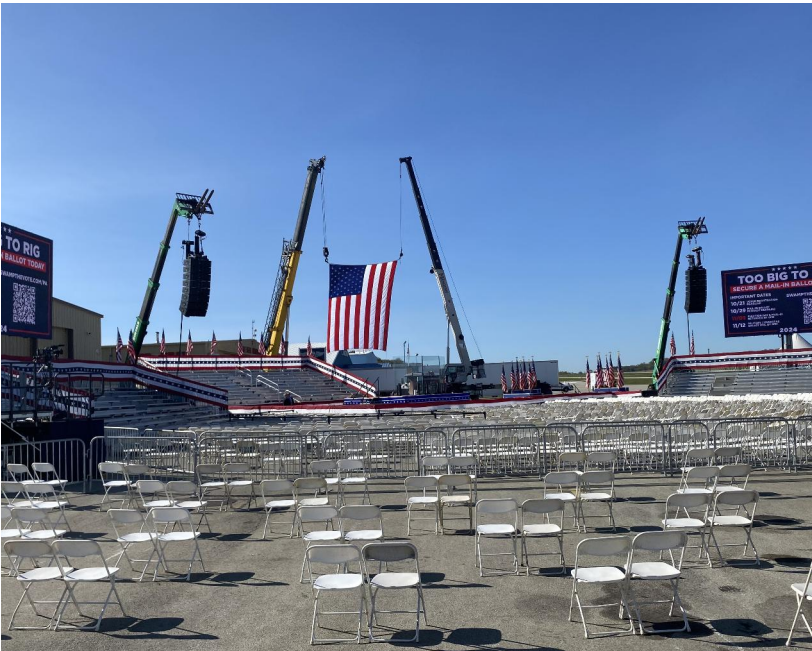
The airport has a statue of Arnold Palmer out front, a golf bag and other artifacts of his inside the terminal in a display case. Passengers were checking in for their upcoming Spirit Airlines flight to Myrtle Beach.

As far as airport restaurants go, DeNunzio’s is upscale, but not overly so. Large glass windows overlook the ramp and runway environment. I felt obligated to get an Italian dish, so I went with the Cheese Ravioli which was exquisite. As with any flyout, the conversations and shared camaraderie was on full display which makes these events worth attending just as much as the flying portion of it.

We were treated well by the various security details on the field—being able to come and go, and get back to our aircraft without much of a hassle. We practically got a behind-the-scenes tour of the stage as we were making our way back to our aircraft. It wasn’t lost on me that to be standing where we were—hours later we would be tackled, at best, if not shot, for being there. I counted no less than three drones flying overhead during our visit. We wondered about the number of binoculars and other scopes that may have been fixated on us during our stay.

A gorgeous day, a great restaurant, and a good group of guys sharing aviation and breaking bread together. Thanks to Chad for planning and coordinating the flyout.





25 Years Ago Today – November 2, 1999

Thanks to Jay Kanagy

The regular monthly meeting of the Hagerstown Chapter 36, EAA., Inc. was held in the Pilots' Lounge, located at the Washington County Regional Airport on Tuesday, November 2, 1999. The meeting was called to order by Vice President Don Wilson at 7:35 P.M. Twenty-two members and guests were present. Don read the letter of resignation from our president, Ric O' Donnell. The members were reminded to take a Newsletter and sign the attendance sheet.

BUSINESS MEETING:

Don Myers reported he is still flying Young Eagles.

Mini-Max – Walter reported they hope to have it finished next week or the next, one coat of black is still needed on the cowling. Have to relieve the pressure on the ailerons so they can mover freer. Will work on the Monti when cold weather comes. May take a month off during the colder weather.

Museum – Bill wright said they held a meeting last week with Dick Henson.

OLD BUSINESS:

Don Myers reported that Walter made badges for the Airport Tours and is now out of them. He bought the last ones and Don said the chapter should pay for them since it says sponsored by the EAA. Don then moved the chapter pay for a thousand refills, seconded by Bill Wright and motion carried. Don Myers said he will buy the second thousand and Dick Carbaugh said he would buy the third thousand. Some years, they would use a thousand in one years time. Plans are still on to clean the Hangar on Saturday. Beginning at 1:00 P.M.

NEW BUSINESS:

Our president resigned because of personal and family commitments so an Executive meeting will be called to appoint a new Vice President. Don Wilson announced after much consideration, he will step up and continue as President. Jack Raun will be a committee of one to get a new president. The members did not want to change the Banquet date. Still on for March.

Kevin Green reported on his Open House. After several tries, the weather finally cooperated. It was 79 degrees on Saturday. They fed 54 people and 17 planes flew in. He flew the Flight Star for the first time. The RPM 's dropped when he accelerated the engine. He put the jam nut on and it solved the problem. He put three hours on it on Saturday and 4 hours on Monday. Today he sold two planes. He is ordering 3 more planes. He also has one lot left. The rocks are out at the end of the runway. He will have a longer runway next year. He would, also, like to buy a fuel truck – if anyone knows of one available, please let him know. The Flight Star is an easy plane to get into and out, and very easy to fly.

Jack Soronen is building a Glasair. Dean has helped a lot. He is beginning to see the end. The wings and tail are metal. About a month putting on the wings. The final assembly will be at Hancock. New member, Gary Stoner, introduced. He works at Tracey's. Gary bought a gyrocopter. Ken Bercaw told of a New Years Day Fly-In. See Ken for details. Jack went to the Cumberland Fly-In and met Bernie Frank, one of our members. Bernie helped at our September Fly-In. He lost his wife the first of September. He now lives in a log cabin they built themsleves south of Bedford.

Don Myers reported Bernie Spade had chest pains and he was transferred to the Winchester Hospital where he had open heart surgery with 6 bypasses.

Bob couldn't find anything out on the Ercoupe. The J-3 cub is a partial airplane, fit for scrap. Bob Scott moved to adjourn at 8:30, seconded by Don Myers and the motion carried.

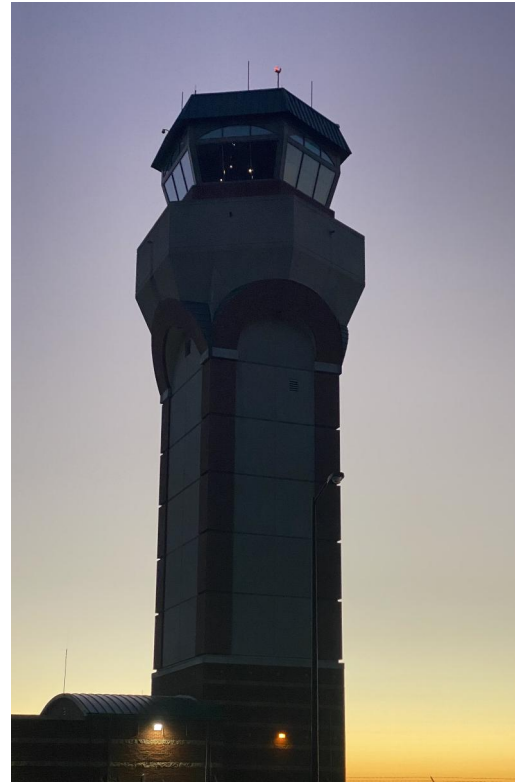
Submitted by: June Green

Members' Pages

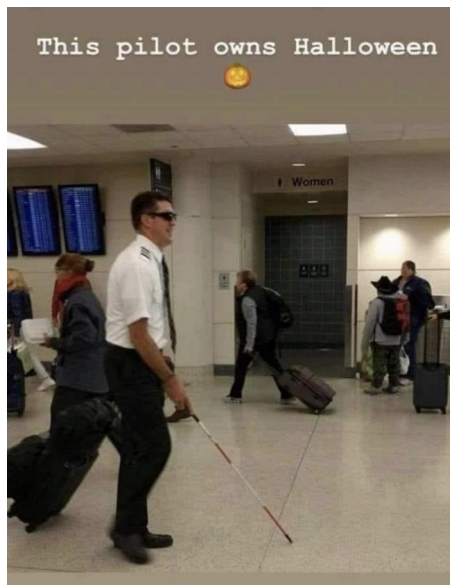
Ray Franze

MRB ATC Tower as viewed from work one morning:

Dulles International Airport terminal building – in a 10-day period, I made three trips to the big commercial airports (BWI and IAD), dropping off colleagues and shuttling my wife there and back for a nice vacation get-away. I love to travel, so it isn't easy on the soul watching others about to embark on a journey as I get to return home for work. Of course I don't lack for adventure, and for that I am blessed.



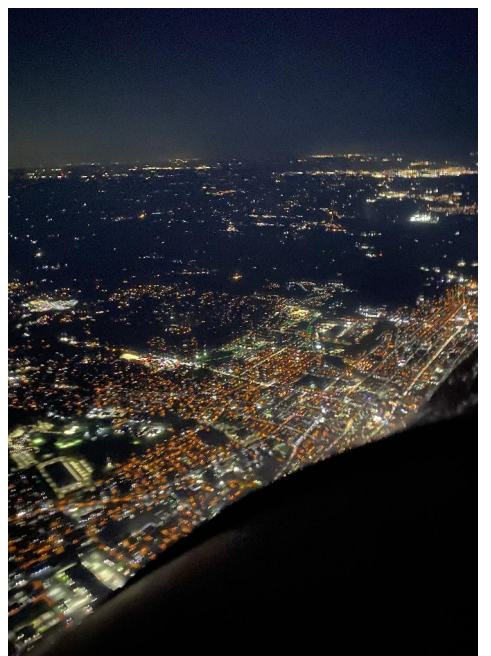
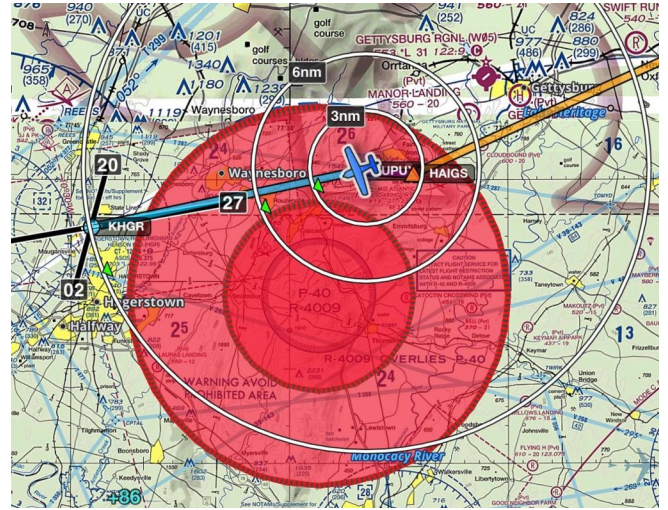
Four stages of owning an AIRPLANE



HGR HAGERSTOWN REGIONAL AIRPORT
Hagerstown, Maryland, USA

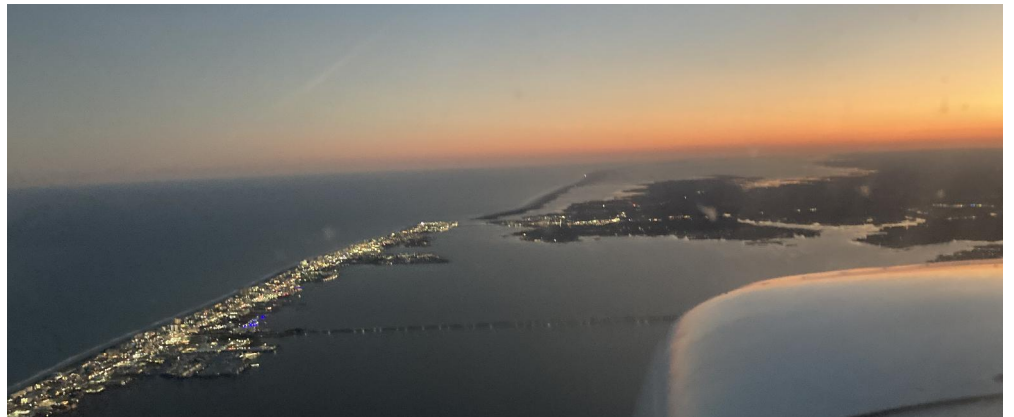
Parking Fee to be Introduced at Hagerstown Regional Airport (HGR) in Early 2025

Spent the evening shooting practice instrument approaches; but first we had to wait for Biden to arrive at HGR and depart for Camp David before we could get going. He was early! I checked TFR information, called Flight Service before hopping in the plane (was told TFR on schedule), and called HGR Ground for taxi clearance to be told I wasn't going anywhere due to a ramp freeze. I planned to end up at LNS for dinner at Fiorentino's before making our way back to HGR.



Elizabeth Thornwall

Photos from flying over Ocean City and Assateague Island.



A herd of wild ponies on the beach after takeoff from Ocean City Municipal Airport.

