



The Hagerstown Homebuilder

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EAA CHAPTER 36

April 2022

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

The President's Corner



Welcome to spring! The recent cold spell does make it feel like winter, but the calendar and the extra daylight reminds us that winter is officially over for a while.

Spring is the season of rejuvenation, of rebirth. And we're seeing that right here in our chapter. We recently held our annual banquet—except it was the first time since 2020. And over the coming months when we hold our Young Eagles events, our chapter will prepare, serve, and sell breakfast for the first time since 2019.

Our chapter banquet was a success. Thank you to everyone who had a hand in making the event come together from coordination with the restaurant, receiving RSVPs and funds, making/printing the brochures, the various giveaways, and the attendees for taking the time to come out for an evening of fellowship and to celebrate our chapter's accomplishments. The restaurant's banquet room was pretty much filled to capacity which was pleasing to see following the postponement for adverse weather conditions the week before. A few highlights included Tobias handing Andrew Russell a pop-quiz at dinner to help prepare for his upcoming checkride, a debate questioning the superiority of cherry pie vs apple pie (I saw 6 apple pies to 1 cherry pie in this particular corner), the award of the Golden Spatula and a few big announcements regarding scholarships.

As you should know by now (check your Inbox ☺), our chapter was awarded its fourth consecutive Ray Aviation Scholarship from EAA.

As long as Mother Nature cooperates, I have a good

While EAA does not explicitly state the reason(s) why our chapter is selected to choose a scholar and administer the award, I'm certain it has to do with the record of success of our previous scholars as well as the active nature of our chapter. As of today we do not have a deadline established to receive our in-house application packets, but I'm sure it won't be in the distant future. Members should reach out to me with additional questions about the scholarship program and to request the application packet for interested candidates.

In related news (scholarship), Dean announced our current balance for the Walter Green Memorial Scholarship has already matched the level of the total balance awarded last year. Suffice to say there's a very strong chance that our scholarship fund establishes a new bar in 2022. The contributions from our members, friends and community continue to amaze me. Thank you!

If you feel like I'm flooding your Inbox with chapter related emails, be grateful if you're not a member of the Scholarship Committee as I continue to send them a good bit extra. At the moment the Committee is working toward selecting the direction we will go in for the David Dodd Memorial Scholarship. This includes narrowing down who will be eligible to apply, how the winner will be selected, and what the funds will be used for. By this time next month we should be able to provide a good picture of what this scholarship will look like. Of course the Committee will soon be hard at work reviewing applications for the Ray Aviation Scholarship and the Walter Green Memorial Scholarship as well.

Young Eagles flights will commence this month (weather permitting). Our first YE rally is scheduled for Saturday, April 23 at the Hagerstown Aviation Museum. Volunteers are always needed to help step up with the Young Eagles program and concessions. The hours are long (or what you can offer) and the pay is weak—but seeing the smiles and hearing the excitement from kids experiencing aviation tends to make the blood, sweat and tears worthwhile. Please reach out to Joe and Cindy (Concessions), Curtis and Kate (Young Eagles) or myself (general willingness to volunteer but don't know where you're needed).

feeling we will exceed last year's total of 201 Young Eagles flown. I say that because our chapter's Facebook post highlighting the event dates was shared nearly 20 times and reached approximately 1,800 people.

We have feature presentations lined up for our monthly chapter gatherings beginning in May. Our first will be a presentation on The Recreational Aviation Foundation (RAF) by our own Jack Soronen. In June the Mid-Atlantic Soaring Association will have a presentation for us with possible bonus coverage regarding the U-2 spy plane. This month, however, we will have one more chapter gathering in the conference room to go over chapter business. The main aspect of this meeting will involve reviewing and voting on recommendations from the chapter's Board of Directors—which is slated to meet between the time I type this and the time the newsletter is distributed.

Stay tuned for flyout schedules, YE Workshops information, and more. I'm running out of real estate in this month's edition of the newsletter, so until next time

Safe skies!



Build Projects



Chapter 36

News and Events

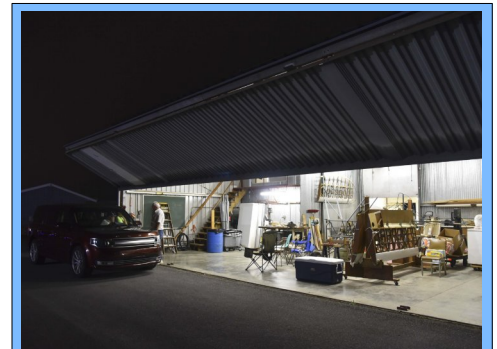
Remembering Ben Trillanes

<https://www.heraldmillmedia.com/obituaries/phag0166768>



Current Fuel Prices		
as of March 23, 2021		
Airport	SS	FS
Hagerstown	\$6.00	\$6.75
Frederick	\$6.30	\$7.05
Martinsburg	\$6.05	\$6.85
Winchester	\$5.79	\$6.19
Cumberland		\$5.25
Carroll County	\$5.55	\$6.55

www.airnav.com



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

April



Chapter Meeting

Monthly chapter meeting on Tuesday, April 5th, 7:30 p.m. at the Hagerstown Aviation Museum.



Young Eagles

Our next Young Eagles event will be on April 23rd at the Hagerstown Aviation Museum.

Chapter Banquet By Dean Popio

Chapter 36 Annual Dinner, including the presentation of awards for the 2020 and 2021 calendar years.

Dinner held March 19th, 2022 postponed due to weather from March 12.

33 attendees.

Three new members attending. Please welcome Tina Richardson and her two daughters to the chapter.

Two returning members. Please welcome John Zinkus and David Brizzee back to the Chapter after a hiatus.

There was no guest speaker at this year's dinner. Historian Dave Verdier, who had been scheduled to speak on March 12th had another engagement the following week. As it turned out, the lack of a speaker worked out in our favor since the Parlor House Restaurant had changed their closing time from 9 pm to 8:30 pm. This had not been communicated to anyone in the Chapter. Had Ray Franze not asked about closing time, it might have caused some difficulties. As it was we had just enough time to get through some Chapter business, the raffle ticket giveaways, two years' worth of awards and the awarding of the Door Prize in just enough time so as to not inconvenience the Parlor House staff.

As for the aforementioned Chapter Business, we purposely refrain from doing chapter business in-depth during the Dinner but several subjects were touched upon:

Build Night update: The Stolp V Star fuselage is fabric covered & receiving its final coatings of dope & silver. In the next couple of weeks the expectation is that the fuselage will be brought back to Hangar 6A and the entire kit assembled. The only remaining step then will be to photograph the assembled airframe and market it for sale. Work is proceeding on the Heath parasol fuselage. Fitting of the tail section has begun, as has installation of the control rods.

The Chapter also has possession of a donated Thorp T-18 metal fuselage plans-built airplane as a future project or perhaps even simultaneously with the work the Heath. More in this later.

The Chapter has information on another possible project; a Beechcraft Musketeer, a Type Certificated, low wing GA single engine aircraft that could be brought current for use by the Flying Club.

Very few EAA Chapters, and none in our area, sustain this level of aircraft building activity! Its one of the qualities that makes 36 unique!

A Board Meeting is currently scheduled for Wednesday March 30. Anyone with a topic they wish the Board to consider or information to pass along is encouraged to email one of the officers or Board members.

As has been announced recently, the schedule for Young Eagle Fly Ins for the 2022 season is set and is available on the Chapter's website. This season we will be resuming the breakfast concession as a fundraiser. The first event is set for April 23. Any and all who are able to assist either with Young Eagles or the breakfast concession is asked to email Young Eagles coordinator Curtis Berry or Concession Managers Joe and Cindy Boyle. Last season we set the tone for the Chapter monthly General meetings as less business and more subjects of interest, with guest speakers and presentations. This was well received and will continue into the 2022 season

with participation from Pittsburgh Institute of Aeronautics, Hagerstown Aviation Museum and others. This will kick off at the April 5th General Members Meeting with a presentation from Jack Soronen on the Recreational Aviation Foundation.

Chapter 36 will once again have the privilege of selecting a Ray Aviation Scholar from among Hagerstown area young aviators. EAA would have been perfectly within their rights to give other chapters an opportunity to award a scholarship but chose to recognize 36's past successes with an unprecedented fourth consecutive annual scholarship.

The evening concluded with the presentation of awards.

Hale Andrews Award

2021 - Joe Boyle

2020 - Ray Franze

Chapter 36 Award

2021 - Don Myers

2020 - Jay Kanagy

President's Award

2021 - Jim Marsden

2020 - Pete Walters

Phoenix Award

Joe Boyle

Golden Spatula

Joe & Cindy

Door Prize

Thornwall family

The Door Prize was awarded to Greg Thornwall and, more broadly to the Thornwall family, due to his / their enthusiastic support of the Chapter from the very beginning of their membership, starting with Elizabeth's involvement as the recipient of the Chapter's inaugural Ray Aviation Scholarship, the entire Thornwall family's participation in and support of Chapter events and culminating in Greg & Carl's continued contribution by the maintaining of the Chapter Newsletter and website.



Aviation News:

Old Yellow Arrows Marked Turning Point for Commercial Aviation

<https://www.flyingmag.com/old-yellow-arrows-marked-turning-point-for-commercial-aviation/>

How Not To Fail A Checkride

<https://www.avweb.com/multimedia/jason-blair-how-not-to-fail-a-checkride/>

Tips for Improving the Young Eagles Flight Experience

<https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/news/2022-03-improve-the-ye-experience>

Kids in the cockpit: be sterile and not heard?

<https://airfactsjournal.com/2022/03/kids-in-the-cockpit-be-sterile-and-not-heard/>

Antonov Launches Fundraiser for ‘Revival’ of World’s Largest Cargo Airplane

<https://www.flyingmag.com/antonov-launches-fundraiser-for-revival-of-worlds-largest-cargo-airplane/>

Red Flags During Preflight

<https://www.aopa.org/News-and-Media/All-News/2022/March/11/Red-Flags-During-Preflight>

Understanding Pitot-Static Failures

<https://www.boldmethod.com/learn-to-fly/systems/understanding-pitot-static-failures/>

Student handles throttle trouble on final

<https://www.aopa.org/news-and-media/all-news/2022/march/08/student-handles-throttle-trouble-on-final>

Understanding responsibility: my first flight with a passenger

<https://airfactsjournal.com/2022/03/understanding-responsibility/>

Why You Shouldn't Fly With A Dirty Windshield

<https://www.boldmethod.com/learn-to-fly/systems/always-clean-your-airplanes-windshield-this-spring-summer/>

Two Embry-Riddle Students Assist a Distressed Pilot During an Engine Failure

<https://www.flyingmag.com/two-embry-riddle-students-assist-a-distressed-pilot-during-an-engine-failure/>

California pilot points out lead fallacies

Santa Clara County used bad data in Reid-Hillview study

<https://www.aopa.org/news-and-media/all-news/2022/march/09/california-pilot-points-out-lead-fallacies>

6 Questions To See How Well You Really Know The FARs

<https://www.boldmethod.com/blog/quizzes/2022/03/how-well-do-you-know-the-faa-fars-6-questions/>

What would you do if you lost elevator authority?

<https://generalaviationnews.com/2022/02/28/video-what-would-you-do-if-you-lost-elevator-authority/>

Runway Stripes And Markings, Explained.

<https://www.boldmethod.com/learn-to-fly/regulations/runway-markings-and-spacing-fly-better-patterns-to-landing-explained/>

WomenVenture Celebrates 15 years at EAA AirVenture Oshkosh 2022

<https://www.eaa.org/airventure/eaairventure-news-and-multimedia/eaairventure-news/eaairventure-oshkosh/2022-03-08-womensventure-2022>

Incorrect Traffic Pattern Entry Leads To Mid-Air Conflict

<https://www.boldmethod.com/learn-to-fly/maneuvers/incorrect-pattern-entry-leads-to-mid-air-conflict-nontowered-airport/>

The First Lesson in the New Airplane? Overly Eventful

<https://www.flyingmag.com/the-first-lesson-in-the-new-airplane-overly-eventful/>

The ‘Colossal Mistake’ May Lead to a Colossal Bill

<https://www.flyingmag.com/the-colossal-mistake-may-lead-to-a-colossal-bill/>

Upcoming EAA Webinars

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

Date	Time	Title	Presenter(s)
4/06/22	7 p.m. CDT	<u>Your Airplane's Report Card</u> Qualifies for FAA WINGS credit and AMT credit.	Mike Busch <i>You can learn a lot about your aircraft and your aeronautical skills by having your digital engine monitor data analyzed to see how it compares with other aircraft of the same make and model. In this webinar, Mike Busch reviews the SavvyAnalysis Report Card and Trend Report for Jack's Cirrus SR22 to illustrate the guidance it gave Jack on how he can improve the performance, longevity, and efficiency of his airplane.</i>
4/12/22	7 p.m. CDT	<u>Gyrocopters of the EAA Collection, Part 2</u>	Chris Henry and Ben Page <i>As a follow-on to Part 1, EAA Aviation Museum staff members Chris Henry and Ben Page will take a look at more of the autogyros that are part of the EAA collection in Oshkosh.</i>
4/13/22	7 p.m. CDT	<u>Welcome to EAA – Getting the Most Out of Your Membership</u>	David Leiting <i>Join EAA staff member David Leiting, as he welcomes you to EAA. This webinar will help you jumpstart your participation in EAA programs, and bring awareness to EAA's wide variety of member benefits and resources.</i>
4/14/22	7 p.m. CDT	<u>Young Eagles Build and Fly – EAA's Youth RC Build Initiative</u>	Serena Kamps <i>Join Chapter Field Representative Serena Kamps to learn more about EAA's Young Eagles Build and Fly program. This initiative provides chapters an easy way to engage with youths in their area by giving them the opportunity to learn the fundamentals of aircraft construction and flight while building and flying a radio-controlled aircraft. Designed to be completed with assistance from both the chapter and a local AMA Club, the chapter is provided all the materials needed to successfully host a build session series.</i>
4/20/22	7 p.m. CDT	<u>Controllability as Affected by Weight and Balance</u> Qualifies for FAA WINGS credit.	Gordon Penner <i>Gordon Penner, master CFI-Aerobatics and FAA Gold Seal instructor, presents a simple and practical description of how critical flying within weight and center of gravity (CG) range is to controllability of the airplane. He will provide examples of how being out of CG range can put your aircraft out of control.</i>
4/21/22	7 p.m. CDT	<u>Planning for International Young Eagles Day</u>	David Leiting <i>Gear up for EAA's International Young Eagles Day, scheduled for June 11, 2022. This webinar will cover rally planning best practices, how to utilize Young Eagles online registration, integrating the new digital signature app, and how to maximize the Young Eagles flight experience.</i>

Ray Aviation Scholarship Update: Andrew Russell



In the Home Stretch!

I passed my first-class medical exam! Before receiving the scholarship, I went and had a third class medical exam but now the colleges are requiring a first class. This month I only got two lessons in and finished my foggles.

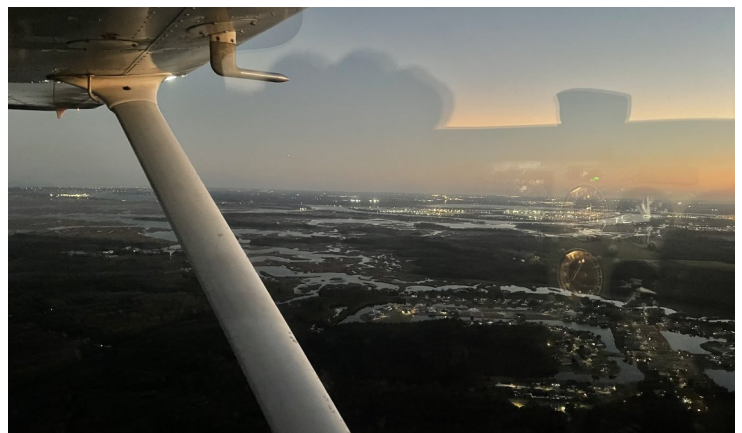
We toured Embry Riddle and Jacksonville University. Embry Riddle is right on the airstrip and near the car race track. It is a very busy campus with planes constantly going in and out. We had lunch on campus with all the rest of the students. Jacksonville university is not on the airfield and would require me to have a car to get to the airport. At Jacksonville I meet with the department head and a student from near where my parents are from. We were able to drill him on why he chose Jacksonville

because he too toured all the colleges I am before making his decision. It is a beautiful and peaceful campus. I would mix in with students of all different majors, not just aviation like at Embry.

The car show had us park our car trailer on the taxi way. The volunteers there were retired guys that helped with Civil Air Patrol, so while my parents were checking on the antique car, one of the gentleman drove me over to the airport terminal where I hung out and watched the private jets fly in. The terminal was shaped like a Corsair plane. The history of the sight was that during WWII the pilots would come to Fernandina Beach, Florida to train on the Corsairs.

Also I signed up for a discovery flight at the Fernandina Airport. The instructor let me fly and land the plane. This was my best night landing ever! While up there I was able to get some great pictures of the area at night which are included in this article. The instructor was kind enough to drive me to the place my family was having dinner.

We are on our way to touring Middle Georgia and Middle Tennessee. This time my grandmother is coming with us and there isn't a car show (that I know about). My cousin works for Contour Airlines, the regional airline brand of Contour Aviation, based in Smyrna, TN. On Friday April 1 (I know April Fool's Day) we will be touring Kent State and then visiting my sister at Allegheny College, she has a dance performance. I'm sure I will have more to report on these colleges when we get back. There is a lot of choices and looking forward to exploring them all



Members Pages

Ray Franze

A couple of weeks ago I was fortunate to have a few days of leave from work. I took advantage of it to get in a lot of good flying. Two different types of weather encountered over the two days I took to the skies—and both were incredibly rewarding in their own right.

For the first round, I planned to fly to a few airports in Virginia that I haven't visited yet, collecting stamps for my passport book for the VA Aviation Ambassador program. I took my time getting things arranged in the aircraft (Tailwinds Flying Club Piper Cherokee 180), cleaning some of the plane's underbelly, and looking over aircraft logs. As I was nearing ready to go, Joe Boyle passed by in his Daphne returning to the hangar. So I drove over to ask how his flying went and invited him to tag along on my adventure. He quickly agreed after which I felt it was important to explain to him where I planned to go and how long I planned to be. Those conditions didn't deter him in the slightest. Kidnapping Joe and forcing him to fly around the Mid-Atlantic isn't exactly a nightmare scenario for him. So off we went, stopping at Orange County Airport (OMH) in central Virginia for some relatively cheap Avgas (\$4.77/gal.) which went up over



\$1/gal. 2-3 days later. From there we ventured passed Kings Dominion amusement park and Richmond into neighboring New Kent County Airport (W96). From there we took a relatively short hop down the peninsula passing by or over the Historic Triangle, Busch Gardens and Williamsburg Airport to Newport News/Williamsburg International Airport (PHF). While they do have airline traffic, it's a Class D airport and the controllers were great to work with. We parked at Rick Aviation. Normally there are fees associated with this FBO, but collecting stamps for the program is one of the few exemptions. Departing Newport News we pointed the nose toward the

east and crossed over the Chesapeake Bay enroute to Accomack County Airport (MFV) which is situated halfway down Virginia's portion of the DelMarVa peninsula. The FBO closed at 5:00 pm. They do have self-serve fuel and a side door for pilot access to restrooms and flight planning, but the coveted stamp was locked away inside the main area of the FBO. After exploring an apparently retired Navy helicopter sitting on the ramp, we flew north for dinner at Katie's at the Airport restaurant at Cambridge (CGE).





Joe and I learned a valuable lesson at Cambridge—just because the published information for a restaurant states it closes at 8:00 pm on a particular night doesn't mean it will still be open when you land at 7:15 pm. Yes, even the hours listed on their door said 8:00 pm. Welp, back to Hagerstown with a brief stop at Carroll County Airport in Westminster for fuel. Seven airports, approximately seven hours spent in the airplane--nearly five hours of that time spent airborne, only two stamps, but some cheap Avgas, gorgeous weather, new experiences and great company. Joe offered to buy me a burger at The Colonial when we got back since they're open late. But when we got there, sure enough, the kitchen closed about an hour earlier.



Two days later Tobias and I took advantage of less-than-perfect weather conditions for the important task of maintaining instrument proficiency. Tobias would fly us to Lancaster (LNS) for lunch while shooting a few instrument approaches along the way; after which we would swap seats and I would fly a few instrument approaches back to Hagerstown. On the way to Lancaster, Tobias flew an approach into Franklin County (N68) and Carlisle (N94) airports. This was ideal as the Missed Approach Fix for N68 is an Initial Approach Fix for N94. For each airport and approach Tobias was able to get his feet wet in actual IMC due to an overcast layer. Other instrument pilots were

taking advantage of the conditions as we listened to Harrisburg Approach talking to numerous aircraft doing the same thing. One aircraft was planning to shoot an instrument approach into Carlisle from the opposite direction but had to wait for us, after which Harrisburg amended our altitude for the hold during the missed approach because that other aircraft would be utilizing the same missed approach at a lower altitude. While I wasn't the pilot flying, I believe that was my first experience being "stacked" in a hold with other aircraft. From Carlisle to Lancaster we encountered hard IMC—meaning we weren't just penetrating a relatively thin overcast layer. We were "in the soup" for quite a bit on our way into LNS. It never ceases to amaze me when breaking out of a cloud and finding a runway lined up in front of you. This was a great opportunity for Tobias to get some approaches in for his instrument currency, but perhaps more importantly, experiencing IFR flight in actual instrument conditions. Lunch was good, but the service was a little lackluster given how quiet the restaurant was. We did see that Fiorentino's is renovating their outdoor patio. If you can help it, don't top off your tanks at LNS—like the gas prices in PA, the self-serve fuel price made HGR's \$6.25 look reasonably cheap. On the way back to Hagerstown, I opted to shoot the instrument approach into N94 from the east, followed by an approach into FDK before heading back to Hagerstown. Unfortunately for me, the clouds were breaking up and I spent a lot of my time flying in simulated instrument conditions instead of inside the actual clouds. On our way back to Hagerstown though, the level of the sun on the horizon and haze pretty much removed any forward visibility making for a different type of instrument conditions.



I love flying, and I favor cross-country flying to other destinations to circling over the same local landmarks. I've told others though, the costs of flying great distances including substantial increases in Avgas may find me spending more time with my first passion—on the golf course.

Chapter 36 Flying Club

***** Memberships Available *****

Cessna 172F – IFR capable

Hangared at Hagerstown Regional Airport (HGR)

Garmin 420W, ADS-B out

Stratus provides geo-referencing, traffic and weather to your device

Initiation Fee: \$1,700 (up to \$700 refundable Shares Certificates)

Monthly Dues: \$100/month

Hourly Cost: \$35/Tach hour (dry – fuel NOT included)

Private Pilot certificate required

Email us at chapter36flyingclub@gmail.com



Aside from being established by chapter members, the Chapter 36 Flying Club is a completely separate entity with its own By-Laws and organizational leadership.