

The Observer

*THE OBSERVER IS A MONTHLY PUBLICATION OF THE GETTYSBURG
BARNSTORMERS, EAA CHAPTER 1041, GETTYSBURG PENNSYLVANIA*



March 2025

On The Cover:

The tail of the newest and largest plane in the Aer Lingus fleet- an Airbus A330-300. This plane is 208'-10" long, with a wingspan of 107'-10". It has a cruising speed of Mach 0.82 and carry up to 440 people.

A Sneak Peek at Next Month!

Solberg Airport, in nearby South Jersey has been trying to have a Summer Solstice Celebration, Santa Claus Fly-Ins, Easter Bunny Fly-Ins, and Warbird Fly-In events, as well as the New Jersey Festival of Ballooning. Unfortunately, with issues, especially since Covid, many events have been put on hold. The cover a features a picture from their Easter Bunny Fly-in in 2013.

Here's hoping Solberg Airport (N51) will be back on track with their 2025 events!



Do you have an aviation-related photo that you would like to share and perhaps be on the cover of an upcoming issue of *The Observer*?

If so, please email your picture along with a summary of the picture to our newsletter editor/webmaster, Dianna Moy, at dianna.nicole.moy@comcast.net.

Photos will be credited, but please note that *The Observer* is posted on the Chapter website (www.1041.eaachapter.org), and is available to the general public.

AVIATION LINKS

Have an aviation related link? Let us know so that we can include it!

www.eaa.org www.aopa.org www.1041.eaachapter.org
www.intrepidmuseum.org www.york-aviation.com
www.airfactsjournal.com www.jerryandersonart.com

You can find us on Facebook as well!

<https://www.facebook.com/groups/1101406127018136>



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THE OBSERVER IS A MONTHLY PUBLICATION OF THE GETTYSBURG BARNSTORMERS, EAA CHAPTER 1041

Any questions, comments, or suggestions, please contact the Newsletter Editor via email at:

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Photo Credits:

Photos within *The Observer* have been taken by Chapter 1041

Board member

Sam Kistler

except where noted.

We're on the Web!

www.1041.eeachapter.org

The Experimental Aircraft Association (EAA)

...is not just Experimental Aircraft!

This organization is for everyone that has an interest in aviation. Whether you're an experienced pilot, or just someone who loves aircraft, EAA Chapter 1041 welcomes you!

Inside This Issue

It's growing! Our aviation community is growing, and some of us are members of other Chapters. The Observer now includes a "Chapter Community News" section where news and events from our neighboring Chapters are highlighted.

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Another OOPS! Last Month

As you may recall, last month's cover was the underside of the Southwest Heart on the underside of their planes. The description given in the "On The Cover" section didn't match the photo (even though the description given in January's "Sneak Peek at Next Month" was correct).

I had originally taken the Southwest heart logo and modified it to be a multi-layer Valentine's heart with an arrow through it. Being a logo, I thought it best to run the idea past the press department at Southwest Airlines. Here was their reply:

"Hi, Dianna-

Thank you so much for reaching out and for providing the information about the newsletter covers. The January photo is fantastic!

While we appreciate the prominent placement on the February newsletter cover, our Brand standards do not allow for our Southwest Heart to be modified."

The response came right before the January issue went to press, so I went with a stock photo. I updated the description in the January issue, but forgot to update it when I started working on the February issue (I usually have the newsletter planned out one month in advance). Do you have an aviation-related photo that you would like to share and perhaps be on the cover of an upcoming issue of The Observer? If so, please email your picture along with a summary of the picture to me at diana.nicole.moy@comcast.net. All photos will be credited, but please note that *The Observer* is posted on the Chapter website (www.1041.eaachapter.org), and is available to the general public.



A beautiful sunrise photo taken by the newsletter editor, Dianna Moy, through the window of a Southwest Airlines flight- with a cellphone camera!



The only airline that shows its heart every day of the year is Southwest. This picture of the underside of a Southwest jet was the inspiration for February with its iconic heart logo.

**The
Experimental
Aircraft
Association
(EAA)**

...is not just
Experimental Aircraft!

This organization is for everyone that has an interest in aviation. Whether you're an experienced pilot, or just someone who loves aircraft, EAA Chapter 1041 welcomes you!



Henry's Hangar

"EAA Chapters are like churches, each dedicated to spreading the word of sport aviation"

Paul Poberezny, EAA Founder, 1921-2013

Hello Barnstormers !

Just like last month, I'm writing this column following the February installment of our popular "Soup-er-Sundae" events. Only one more to go for 2025, Sunday, March 30th is the date, be sure to come out to the airport starting between Noon and 1 and bring a can of soup and another dish to share. The February "S-er-S" event had 15 folks attending, a tasty meal was enjoyed by all along with viewing some interesting aviation videos.

Are YOU signed up for our Saturday, April 5th Field Trip to the Glenn Curtiss Museum at Hammondsport, NY ? We will have a luxurious 55-seat motor coach for our transportation, round trip from our home airport and back again. Departure time will be 5:30 am, we will make a breakfast stop (Wendy's) along the way, and a dinner stop (Cracker Barrel) on the way home. We should be back by 8:30 pm at the latest. The cost of a seat on the bus will be \$73.00, plus museum group admission of a maximum of \$11.00, seniors (65+) will be \$10.00. Student admission is \$ 5.00. **Barnstormer members in good standing will enjoy a discounted bus fare of only \$ 40.00 each.** The non-member price will be \$ 73.00 per person.

Deadline for member reservations will be March 15, 2025. After that date, we will open any remaining seats to the general public and neighboring EAA Chapters. If you have not yet signed up and can't attend a meeting, please contact me and I'll put you on the roster. For those folks living north of our area, we will be making a pick-up and drop-off at Dillsburg, which will save driving south to Gettysburg and back again.

Don't forget, for our June Breakfast event, Miss Pennsylvania will be joining us on Saturday, the 7th. She will be helping to flip pancakes and talking to everyone about her aviation interests and being a Student Pilot. We'll need you to help spread the word and make sure the entire community knows about her appearance. This should be a very special treat !

Please see the "teaser" for our March 3rd gathering Program in this issue of The Observer. We have several interesting speakers lined up for the next few months, but we still need your ideas and suggestions for programs for the rest of our monthly gatherings. I invite you to contact me with your suggestions. Thanks in advance for helping secure speakers for us.

Looking forward to seeing you at our upcoming events,

Henry



UPCOMING CHAPTER EVENTS FOR MARCH 2025

- March 3rd - Monthly Chapter Meeting, 7PM at the airport
- March 8th - IMC/VMC meeting 9:00 to 10:30 AM at the airport
- March 10th - Board of Directors Meeting, 7PM at the airport
 - March 15th - Chapter Fly-Out, Destination TBD
 - March 30th - March Soup-er-Sundae

APRIL 2025

- April 5th - FIELD TRIP
- April 7th - Monthly Chapter Meeting, 7PM at the airport
- April 12th - IMC/VMC meeting 9:00 to 10:30 AM at the airport
 - April 19th - Chapter Fly-Out, Destination TBD



Last Month's Program Review

As you all know, our monthly meetings are the first Monday of the month. Well, Mother Nature decided that she needed to postpone us a week by dumping snow on us. While we didn't have a speaker, we did have some very informative videos to watch.

Photos by Sam Kistler







Next Month's Program Preview

Joining us on March 3rd via ZOOM will be Thomas Weiss, a fellow Newsletter Editor from EAA Chapter 478 in Southern Maryland. He saw that we are planning a Chapter trip to the Curtiss Museum in Hammondsport NY, and he thought that we might like to know that his Chapter built a replica of the 1911 Curtiss A-1 Triad. This aircraft was the first aircraft the US Navy purchased, and it was in 1911. They completed it and displayed it at the Patuxent River Airshow in 2011 to commemorate the 100th anniversary of Naval Aviation and the 100th anniversary of the A-1. The picture below is the airplane, which is now on display at the Patuxent River Naval Museum.

He noted that the Hammondsport version of the airplane has the wrong control system compared to what Curtiss used in 1911, and the version the Chapter built is true to the 1911 methods. Their replica was intended to be non-flightworthy and has material in it that would have been changed if intended to fly, but it is very close to what Curtiss had to work with. Thomas was the lead for the build during the last 2 years of the build project.

ZOOM participants please note that your microphones will be muted, any questions to the presenter must be typed.



February Fly-Out Got Grounded!

Due to high winds and precipitation, the February Fly-Out got grounded. Sam and Dave (Kistler and Speranza- not the singing group) had a good lunch at the Gettysburg Family Restaurant, though!

Photo by Sam Kistler



Goodyear to celebrate 100 years of airship flying at EAA AirVenture Oshkosh 2025

Two Goodyear airships to be part of the weeklong event

EAA AVIATION CENTER, OSHKOSH, Wisconsin — (January 29, 2025) — Goodyear will celebrate the 100th anniversary of its famed airships by bringing two of them to EAA AirVenture Oshkosh in 2025. The 72nd Experimental Aircraft Association fly-in convention is July 21-27 at Wittman Regional Airport in Oshkosh.

The appearance of two airships marks a unique occurrence in the more than 50 years that Goodyear has brought its blimps and airships to Oshkosh.

“There is no aviation event more ‘blimp-worthy’ than EAA AirVenture Oshkosh and to have two of Goodyear’s airships over the grounds will make this year unforgettable,” said Rick Larsen, EAA’s vice president of communities and member programs, who coordinates AirVenture features and attractions. “We have seen the excitement that Goodyear’s presence at Oshkosh has created throughout the years, whether it is flying during the air shows or even parked as a memorable photo opportunity on the grounds.”

Current plans are for the airships to participate in flying activities during the week, in both the afternoon and night air shows. When not flying, at least one of them is scheduled to be parked near the EAA Aviation Museum during the duration of its stay. Exact schedules will be released when they are finalized.

“Goodyear Blimps have been a symbol of aviation innovation and adventure for a century,” said Michael Dougherty, chief pilot, Goodyear Airship Operations. “We can’t think of a better place than EAA AirVenture Oshkosh to celebrate our 100-year milestone with aviation enthusiasts from around the world.”

Although Goodyear’s aviation efforts began in 1910 with the creation of its aeronautics department, the first branded airship flights in 1925 marked the start of a legendary icon. The first blimp with a lighted sign came in 1930, while the initial aerial broadcast flights over the Rose Bowl began in 1955. The Goodyear airships moved into their most recent era beginning in 2011 with the debut of the semi-rigid Zeppelin NT (New Technology) airships that are used today.

Goodyear’s airship participation at Oshkosh began in 1971 when *America* made an appearance at the EAA fly-in. Since then, it has been a regular visitor to the gathering, with its last appearance in 2021.

About EAA AirVenture Oshkosh

EAA AirVenture Oshkosh is “The World’s Greatest Aviation Celebration” and EAA’s membership convention. Additional information, including advance ticket and camping purchase, is available at www.EAA.org/airventure. For more information on EAA and its programs, call 800-JOIN-EAA (800-564-6322) or visit www.EAA.org.

Barnstormers Field Trip - April 5, 2025

Visit the Glenn Curtiss Museum at Hammondsport, NY
DEDICATED TO CELEBRATING A PIONEER

Saturday, April 5th, we will travel on a fully equipped 55 passenger Motor Coach, departing from Gettysburg Regional Airport at 5:30 am. Along the way to Hammondsport, we'll make an approx. 8am fast-food breakfast stop, allowing no more than an hour. Arrival at the museum will be approximately 11:00 am. Once disembarked, we will enter the museum as a group. A documentary film about Glenn Curtiss is shown every hour. You'll be able to choose a 45 minute guided tour or to enjoy the museum on your own. Departure time will be 3:00pm, and a dinner stop of 90 minutes (maximum) will occur about 4:45pm. Arrival back at our home base will be about 8:45 pm.

The cost of a seat on the bus will be \$ 73.00 per person (**ONLY \$40 FOR 1041 MEMBERS!**). Admission to the museum, our group rate, will be \$ 11. for Adults, \$ 10. for Seniors (65+), and \$ 5. for students and kids.

Deadline for member reservations will be March 15, 2025. After this date, we will open any remaining seats to the general public and neighboring EAA Chapters.

The Glenn H. Curtiss Museum of Local History was formed to establish, conduct, operate and maintain a museum in the Village of Hammondsport, Steuben County, New York, for the display of items relating to and significant in the role of Hammondsport in early aviation, and particularly the contributions made to aviation by Glenn H. Curtiss, a resident of Hammondsport. The museum will display other items of historical significance which contribute to knowledge of Hammondsport and its regional history; conduct classes, exhibitions and observances which promote and stimulate the purposes for which the museum was formed.

The Glenn H. Curtiss Museum, bearing the name of pioneer aviator and Hammondsport's favorite son, is located on State Route 54, one half mile south of the village of Hammondsport, New York. Dedicated to the memory of Glenn Hammond Curtiss, the museum contains a priceless collection relating to early aviation and regional history. The museum also features a 75-seat theater, a large open area for special events and a museum store. In addition to seeing the museum displays and exhibits, visitors are welcome to visit the Restoration Shop, talk with volunteer craftsmen and watch them work on historic aircraft.

Trip Itinerary

5:15 AM	Bus arrives at 1130 Chambersburg Rd, Gettysburg (Airport)
5:30 AM	Depart W05
6:00 AM	Pick up at 880 US15 North, Dillsburg (Advance Auto/Fulton Bank)
8:00 AM	Fast food breakfast 'on your own' (Wendy's)
9:00 AM	Depart the breakfast stop (or earlier)
11:00 AM	Arrive at Glenn Curtiss Museum
3:00 PM	Depart for home

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Opinions expressed in *The Observer* are those of the article authors and do not necessarily reflect the opinions of EAA Chapter 1041 Directors or membership.

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- 4:45 PM Dinner stop 'on your own' (Cracker Barrel)
- 6:15 PM Depart the dinner stop (or earlier)
- 8:15 PM Arrive at 880 US 15 North, Dillsburg
- 8:45 PM Arrive at 1130 Chambersburg Rd, Gettysburg (Airport)

Transportation by Cross Country Coaches, Newport, PA. Please NOTE:

- **We allow food/snacks, coffee cups & drink bottles w/ lids.**
- **No soda cans, juice boxes, alcohol or smoking on the coach.**
- We will have aviation related videos for entertainment on the bus.
- Questions? Contact Henry Hartman, 717-465-5952, hartmansteiner@comcast.net



Above: Glenn Curtiss and his students

Below: Curtiss Flying School at North Island, San Diego, California in 1911



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Close Encounters of the CO Kind

By Jason Pape

Recently, I rented an airplane from a local flight school and encountered carbon monoxide (CO) in the cockpit for the first time, at least that I know of. That experience made me think about some important questions: Is CO in the cabin an emergency? How do we even know if we are having a CO event in the plane? In this article, I will explore my thoughts on these questions and my conclusions and maybe in the process get you thinking about how you approach the threat of carbon monoxide in the plane.

It was a Sunday and the first excellent weather weekend in months. I mentioned that the weather was excellent, that is an understatement. The weather was spectacular: 55F, sunny, light winds. What more could I ask for? The weather plays a role in the story, I promise.

With my plane still undergoing annual inspection and in need of a flight review, I decided to rent a Piper Cherokee from a local flight school. This provided me an excellent opportunity to turn my flight review into a learning experience, by familiarizing myself with a new aircraft.

I taxied to the run-up area, performed my run-up, and prepared for takeoff. During the run-up, everything was normal. Mags, check. Carb heat, check. And so it went. The weather being spectacular, no cabin heat was required, so I double checked that the cabin heat was off. It wasn't quite warm enough to make me think about opening vents, so, all set, we went for takeoff. Takeoff roll was normal, rotation normal, climb out normal. Then it happened, at about 1000' AGL, a little voice in my head... Carbon monoxide warning.

Well, technically, the little voice was in my headset, not my head. But none the less, it was there. What was my first reaction? What is the most common cause for CO in the cabin? Right, the cabin heat! But the weather is spectacular, and I made sure that was off before takeoff. And, sure enough, it was still off. Now what?

Stop, fly the plane, do we actually have an emergency? Step one, we are now only 1500' AGL. Continue the climb, get to a safe altitude. Step two, cockpit resource management. I have an instructor right next to me. Hey instructor, can you take the controls for a couple of minutes and continue heading us west away from all of this traffic in the vicinity of the airport? While you do that, I am going to see how serious the situation really is.

I pulled up the Lightspeed app on my phone and looked at the CO levels that my headset was reading. 11ppm, in the warning range. As I watched, it dropped to 9ppm, which is in the normal range. We decided at those levels it was safe to proceed with the flight. Later, while doing steep turns, that little voice popped into my head again. This time we were about 50ppm, well into the critical range. Now it's time to start thinking about terminating the flight.

The great thing about the setup with the Delta Zulu is that I can monitor the CO levels in real time. Enter the next opportunity. When we saw the level above 50, we opened the window vent and then made sure the cabin air vents were open, one was not. The impact was immediate, within seconds, the levels were back to normal. Even with that, we decided it was best to return to the airport.

This brings me to one of my questions above, how do we, as pilots, know there is a CO problem in the airplane? Most of us have seen those little cardboard CO detectors that most flight schools have stuck to the dash in their planes. Some of you might even have one

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in your plane. I personally have a digital CO detector with an audible alarm in my plane. Recently, by virtue of my favorite headset failing, I have the new Lightspeed Delta Zulu headset with the built-in CO detector. Looking at these 3 things, the old Sesame Street song "One of these things is not like the other" jumps into my mind. Until this flight I would have said that one that didn't belong was the Delta Zulu headset. Now, I believe the thing that doesn't belong is the little cardboard detector.

Another capability of the Delta Zulu is to look at the CO trends for a flight. I went back and looked. On this flight we peaked at 136ppm, a dangerous level of CO in the cabin. That little cardboard detector on the dashboard? You guessed it, it never registered any CO. I also went back and looked at previous flights in my plane. I never showed a level above 4ppm and, even then, only for very brief times. The verdict, this particular Cherokee has a problem that the A&P's now get to figure out.

That other question I had... is CO in the cabin an emergency? My conclusion? A very definite MAYBE. In the scenario I was in, no, we had really great visibility into the situation. Could it be an emergency? Absolutely. Is it an "off field landing" emergency? Around here, probably not. But what about over west Texas where you are a least and hour away from the nearest airport? Also, probably not. But does that assessment change if you cannot adequately vent the cabin? What if the levels are way above 136ppm?

I think this is my biggest take away from this flight where I think others can benefit is to ask yourself these questions and think about how you would answer them. If you aren't sure how to answer them, talk with other pilots, talk with a CFI.

- How do you know if there is CO in the cabin?
- Do you worry about CO in the cabin on a nice weather day?
- What would you do if you found yourself in my situation?
- What would you do if you were the only one in the plane?
- How do you answer those "emergency" questions I asked earlier?
- What are the physiological signs of CO poisoning? (Before you ask me, yes, I did experience one of the classic CO exposure symptoms. I did not mention it above because I want you to think beyond my symptom)

Oh, and as for all of this happening on a flight review? I can't think of a better flight review. Not only did I get familiarization with a new plane, and get to do maneuvers I don't often do, but I got to handle a real situation in real time, not a staged scenario. I got to exercise real Aeronautical Decision Making and Cockpit Resource Management beyond what we might expect on a "normal" trip to the airport for a "routine" flight.

But then again, is any flight "normal" and what is "routine"? Be ready for anything, because anything can happen, at any time. This time it was carbon monoxide; on a previous flight it was a vacuum pump failure. What will it be next time, and when will next time be? I don't know, but one thing I do know is that something else will happen and the lessons of this simple CO event will help me be prepared for whatever it is, whenever it is. I also know, that whatever airplane I fly in, I have a reliable CO detector in the plane with me, and when it detects CO in the plane, I will know.

Editors Note: *Out of respect to the author(s) for any item(s) submitted for this newsletter, I try to avoid any editing of the material. That being said, any grammatical, punctuation, and spelling errors that are found may be corrected. Any opinions that are expressed in *The Observer* are those of the article authors and do not necessarily reflect the opinions of EAA Chapter 1041 Directors or membership.*

News From Some Former Members

Two of our former members, Jim and Kris Jones, now live in Arizona. We try to keep them posted on the goings-on here at Chapter 1041 by emailing them *The Observer* every month.

They wanted to let us know about things going on out in Arizona, and sent the following:

The Martin Philippine Mars is on its way to the Pima Air Museum in Tucson later this year. It landed on Lake Pleasant, a little northwest of Phoenix, last Tuesday (Feb. 11) late afternoon. We drove down to see it on Wednesday.

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The Martin Philippine Mars Heading to Tucson

(Continued from page 14)

Although Jim had wanted to see it land, it perhaps was somewhat secretive (the original landing was to be on Lake Roosevelt).

It will be disassembled and then reassembled in Tucson, taking several months I'm sure. Jim could tell you more about the whole thing.

Anyway, it's quite a sight. Here are some photos.



Chapter Community News

The EAA Community is huge- not just EAA Chapters, but Ultralight, Acrobatics, and more- and there's many within an hour or so drive from Gettysburg.

Several of our members belong to more than one Chapter, and talk about some of the events that their other Chapter is doing. Unfortunately, we often don't find out in enough time to be able to attend or even volunteer to assist. This section will provide others in our nearby Chapters to promote their news and events.

In addition, some of the smaller Chapters aren't able to have a newsletter due to manpower or resource issues. The deadline to submit items for this section is one week before the end of each month.

EAA Chapter 4 - College Park, MD

Meetings: Every 1st Thursday 7:30 PM

Meeting Location:

College Park Airport
1909 Corporal Frank Scott Dr
College Park MD 20741

EAA Chapter 36 - Hagerstown, MD

Meetings: Every 1st Tuesday 7:00 PM

Meeting Location:

Hagerstown Aviation Museum
18450 Showalter Rd Building 8
Hagerstown MD 21742

EAA Chapter 122 - Harrisburg, PA

Meetings: Every 3rd Tuesday 7:00 PM

Meeting Location:

Capital City Airport (CXY), Hangar 2 HQ
204 Airport Rd
New Cumberland PA 17070

EAA Chapter 143 - Essex, MD

Meetings: Every 1st Saturday, *breakfast at 9:00 AM, meeting at 10 AM*

Meeting Location:

Essex Skypark FBO
1401 Diffendall Road
Essex MD 21221

UPCOMING EVENTS FOR Chapter 143:

- A Chapter airplane build in progress- they are scratch building an Affordplane (Afford is a relative term).
-

EAA Chapter 390 - Myerstown, PA

Meetings: Every 2nd Thursday 7:00 PM

Meeting Location:

Deck Airport - 9D4 (in Myerstown, PA)
Ramona Road
Myerstown PA 17042

EAA Chapter 426 - Cumberland, MD

Meetings: Every 4th Thursday 6:00 PM

Meeting Location:

Cumberland Regional Airport
165 Terminal Loop
Wiley Ford WV 26767

EAA Chapter 478 - Lexington Park, MD

Meetings: Every 3rd Tuesday 6:30 PM

Meeting Location:

St Mary's Airport (2W6)
Terminal Building
California MD 20619



(Continued on page 17)

Events listed in Chapter Community News was supplied by the hosting Chapter. Contact the Chapter or click on any supplied links for more information.

Chapter 1041 Officers, members, and The Observer assume no responsibility for the accuracy of the events listed.

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More Chapter Community News

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EAA Chapter 524 - Frederick, MD

Meetings: Every 1st Thursday 7:00 PM

Meeting Location:

Chapter House at Frederick Airport
111 Airport Drive East
Frederick MD 21701

EAA Chapter 540 - Lancaster, PA

Meetings: Every 1st Tuesday 6:30 PM

Meeting Location:

Smoketown Airport
Airport Rd.
Smoketown PA 17576

EAA Chapter 571 - Annapolis, MD

Meetings: Every 3rd Thursday 7:00 PM

Meeting Location:

Bay Bridge Airport - Pilot lounge
206 Airport Road
Stevensville MD 21666

EAA Chapter 842 - Fairmont, WV

Meetings: Every 2nd Thursday 6:00 PM

Meeting Location:

*This chapter meets at local restaurants-
Contact Chapter President Joe Martin at
304-368-1365 for location.*
Fairmont WV 26555

EAA Chapter 1071 - Martinsburg, WV

Meetings: Every Last Wed. 7:00 PM

Meeting Location:

Chapter Hangar
275 Aviation Way
Martinsburg WV 25405

EAA Chapter 1384 - Westminster, MD

Meetings: Every 1st Thursday 6:30 PM

Meeting Location:

*This chapter meets is looking for a more
suitable location. Contact Chapter
Newsletter Editor Warren Reames at
443-739-0438 for location.*

Westminster, MD

EAA Chapter 1530 - Elkins, WV

Meetings: Every 1st Tuesday 6:00 PM

Meeting Location:

Elkins Randolph County Regional Airport
400 Airport Road
Elkins WV 26241

UL Chapter 20 - Westminster, MD

Meetings: Every 1st Wed. 6:30 PM

Meeting Location:

Eylers Farm
11429 Alton Rd
Frederick MD 21701

IAC Chapter 58 - Lancaster, PA

Meetings: Every 3rd Saturday 10:00 AM

Meeting Location:

Airport 08N
1701 Schaeffer Road
Lebanon PA 17042

If there are any errors or corrections to the information posted for the Chapters, please contact Dianna Moy at 301-717-7412 or by email at: dianna.nicole.moy@comcast.net

ONE WEEK
ENDLESS POSSIBILITIES

July 21-27 EAA.org/Tickets

EAA AIRVENTURE
OSHKOSH
2025



FREE YOUTH ADMISSION

Free youth admission ages 18 and under is supported in part by



A NEW CHAPTER!

Looking for some old fashioned fun?



EAA Vintage Chapter 45 is looking for you!



What is an EAA Vintage Chapter?

An EAA Vintage Chapter is a chapter that is specific to the operation, preservation and restoration of airplanes produced between 1903 – 1971. We are hoping to create a community of like-minded people dedicated to pursuing these goals. EAA Vintage 45 is the only EAA Vintage Chapter for the Mid-Atlantic Region including Maryland, Pennsylvania, Virginia, West Virginia, Delaware and the District of Columbia.

Join us in the restoration of a 1945 Ercoupe 415-C at our facility in Downtown Frederick



Interested? Please contact EAA Vintage 45 President Rob Rohr at b25j@comcast.net or 443-468-4897

EAA CHAPTER 524



1st FLY OUT of 2025

Date: April 12, 2025

Destination: Lancaster, PA (KLNS)

Plan: Early lunch; Fiorentino's Italian Restaurant

Plan to meet at the restaurant at 11:00 am.
More details will be follow. So get that bird out of the hangar and join us for a great day of flying.



2025 Spring Fly Out



**2025 BANQUET
SAVE THE DATE**

**Saturday, May 10, 2025
6:00 PM**

**DUTCH'S
Daughter**

581 Himes Ave, Frederick, MD 21703



EAA Chapter 524



February Souper Sundaes

Well, at least those that attended had a good time at a souplless Souper Sundaes. Our record of never having a soup that was a failure remains intact, as the soup chef (yours truly) got her weekends messed up and totally forgot that the 23rd was the last Sunday of the month and wasn't there with the pot nor induction stovetop.

Sorry, guys... I'll make up for it in March.



Left: A lot of food was brought to share, and some video were played for entertainment.

Center left, right, and lower left photos: The members shared food and friendship even without soup.

Bottom right: Wendi talks to everyone via phone.

-Photos by Sam Kistler





ZENITH 750 CRUZER



FOR SALE EXPERIMENTAL AIRCRAFT

For sale by owner/builder. Ready for final assembly. It's a partially completed kit that includes a Viking 130 HP engine and two Zenith embossed seats. Some Garmin avionics are available as well as builders tools. My father was the original builder. Contact for more photos, questions, or a tour of the hangar, located in Zephyrhills FL.

Joanne LeBlanc

✉ joanneleblanc@yahoo.com

☎ 813-334-9626

Member Want-Ads

Free, For Sale, Wanted, and Services!

FREE:

Nothing for free this month! - if you have something to give away or sell, let Dianna know so that she can list it for you here! We have had good success in getting items noticed and out the door to good homes.

FOR SALE:

COMPUTERS AND LAPTOPS! - Listed below are just a few of the computers and laptops available. As many companies to a refresh of their systems every couple of years, Dianna will take these systems, refurbish them and get them working like new.

Do you need something classic? Dianna can get classic systems for that software you can't get to run on newer systems! Windows XP, Windows 2000, and Windows 7!

Non-subscription version of Microsoft Office can be installed for \$350 additional. All systems have a 90-day warranty. **Systems by HP, Dell, Lenovo, Toshiba, and others available.** If you don't see what you're looking for, call Dianna and she may have what you're looking for!

Touchscreen Laptop computers -

- [HP Probook 440 G3](#), 16GB RAM, 128GB SSD, Win11 Pro, Office 2021 (PC based edition), \$350.
- [HP Model 15-bs095ms](#), 8GB RAM, 128 GB SSD, Win11 Pro, Office 2021, \$300.
- [HP Pavilion x360 15-br010nr](#), 8GB RAM, 128GB SSD, Win11 Pro, Office 2021, NO CAMERA, \$250.

Laptop computers -

- [Dell Latitude E5520](#), 16GB RAM, 128GB SSD, Win11 Pro, Office 2021, dock, \$300.
- [HP Probook 650 G1](#), 8GB RAM, 120GB SSD, Win11 Pro, Office 2021, \$275.
- (2) [HP Probook 6570b](#), 8GB RAM,

128GB SSD, Win11 Pro, Office 2021, \$250.

- [HP Probook 4540](#), 8GB RAM, 120GB SSD, Win11 Pro, Office 2021, \$225.

Desktop computers -

- (3) [HP/Compaq 6000 Pro Small Form Factor](#) systems.
 - (a) 6GB RAM, 160GB HDD, Win10 Pro, DVD-RW, Ethernet port, \$125.
 - (b+c) 8GB RAM, 160GB HDD, Win10 Pro, DVD-RW, parallel port, Ethernet port, \$145.



- [Dell Optiplex 755](#) system, 8GB RAM, 80GB HDD, Win10 Home, Office 2007 Pro, Ethernet port. \$185.



SERVICES:

Ground and Aerial Surveys - Sign Fabrication Design, Structural Drawings, Ground and Aerial Surveys - call Sam Kistler at (443)695-5433.

Listings in the Member Want-Ads are FREE! Contact Dianna at 301-717-7412 or send her an email at dianna.nicole.moy@comcast.net to place your ad!



Opinions expressed in *The Observer* are those of the article authors and do not necessarily reflect the opinions of EAA Chapter 1041 Directors or membership.

We're on the Web!
www.1041.eachapter.org



Letter From the Editor

This has been a very strange start this year- I've had several "OOOPS!" to start 2025- first the *Observer* cover descriptions, and then then my confusion about the "last weekend in February" (the 23rd just seemed too early...) that caused us to have a "soupless" Soup-er-Sundae. Either too much on the platter or old age kicking in.

I prefer to think it's the former and not the latter as over the past couple of weeks, I have been exchanging emails with several of our local chapters as well as local aviation-oriented groups - Mid-Atlantic Soaring Association (MASA), Capital Area Light Flyers Club (CALF), and others. I really want to bring our aviation community together to share our events and especially our love of aviation. Part of this email conversation was regarding Chapter fly-outs.

As you know, we advertise our planned fly-outs in the newsletter, and some of our neighbor chapters have suggested joint fly-outs as they do the same.

While the fly-out date may vary from month-to-month, getting together to fly to a common location increases the participation and comradery. I've passed along the information to Dave Speranza, so stay tuned! Any thoughts? Let Dave know!

Lastly, as you know, I put out a "Supplemental Issue" of the newsletter last month. The content of that issue reflected information that came in after the *Observer* deadline. I will be using supplemental issues in the future as the need arises.

Dianna Moy

Month	EAA Club	Fly-In Location
April	TO BE DETERMINED	TO BE DETERMINED
May 17	EAA 1384	Carroll County (DMW)
June 14-15	EAA UL 20	Flying H Farms (8MD5)
July 04	EAA UL 20	Eyler's Field
August ?	EAA 1041	Mathna Airport (2PS3)
September 20	EAA 36	Green Landings (WV22)

Zoom Broadcast of Monthly Program Meeting Segment

The broadcast of our monthly program meeting segment via Zoom will begin at 7PM. Typed messages will be responded to. Audio will be turned off on the presentation side to prevent feedback, so we won't be able to hear you.

The meeting ID and password is the same as last month, and will remain the same for each meeting (unless we get a "meeting crasher"). Below is the link to Join the Zoom meeting along with the password:

<https://us02web.zoom.us/j/86271166916?pwd=NVNKU1RQKy9RUXcxdGY0UUVNITjBjdz09>

Meeting ID: 862 7116 6916

Passcode: EAA1041

NOTE: If no one joins the Zoom call by 7:05PM, the Zoom feed will be turned off.