

# The Observer

March 2024

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



*Inside This Month:  
The History of Wingwalking*

## On The Cover:

A look at the "Old Crow" Stearman Biplane. Jana Leigh Schaffer, Chapter 1041's resident wing-walker will be presenting at this month's meeting!

## A Sneak Peek at the Next "On The Cover"

A look at the Gettysburg Airport as it turns 96 Years old!

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 and a summary of the picture to our newsletter editor, Dianna Moy, at [dianna.nicole.moy@comcast.net](mailto:dianna.nicole.moy@comcast.net). Please note that *The Observer* is mailed/mailed to EAA 1041 members, posted on the Chapter website ([www.1041.eaachapter.org](http://www.1041.eaachapter.org)), and is available to the general public.



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

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Photos within *The Observer* have been taken by Chapter 1041 Vice-President, Sam Kistler except where noted.

## AVIATION LINKS

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

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You can find us on Facebook as well!

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



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## 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:

March and April Calendar Of Events	4
February Program Review	4
<b>MOSAIC Proposed Rule Changes</b>	<b>5</b>
<b>MARCH PROGRAM PREVIEW</b>	<b>7</b>
<b>HISTORY OF WINGWALKING</b>	<b>8</b>
2024 Spring "Fly-In/Drive-In" Pancake Breakfast	10
February Soup-er-Sundae	11
Letter From The Editor	13

## Henry's Hangar

*"If a man's life hung on the accuracy of his spoken words, we would have a lot more silence in this old world"*

**Paul Poberezny,  
EAA Founder, 1921-2013**

Hello Barnstormers! March is upon us and warmer weather is on the way. Ideal conditions for flying as long as the usual March winds behave themselves. I guess in April we will know !

As you should see in this issue of The Observer, our second Soup-er-Sundae events is now history. The final installment of these popular events will be March 24th, which is Palm Sunday. Since Easter falls on the last Sunday of March this year, we scheduled a week earlier. If you have not yet experienced the good food and fun on a Sunday afternoon, come out and join in the enjoyment.

For those planning to attend AirVenture this July, the dates are Monday the 22nd through Sunday the 28th. Chapter Camping has been a very popular option for lodging by a number of our Chapter 1041 folks. The fee per unit this year is \$ 324, and you can camp for up to 16 days, starting July 13th. We can reserve two (2) to six (6) campsites for our members. We would like to send in our reservations by late May to be sure to get our preferred location in Camp Scholler. If you have questions, please contact me and I'll be happy to explain more.

During our March Chapter gathering, we will briefly discuss our planned "Movie Night". Last year we had a very sparse attendance, if that will be the case this year we might consider cancelling or re-scheduling it from the

Memorial Day weekend. Please give us your thoughts and desires about this subject.

There have been a lot of suggestions for Field Trips, some local and some distant. Estimates from several bus companies have proven to be quite expensive. The cost per person is considerably higher than trips we have done in the past. With that in mind, I'm wondering if there would an interest in traveling by "POV", or Privately Owned Vehicles? Some of us have cars that can carry 6, 7, or 8 people. There is also another option, renting a 12 or 15 passenger van, or multiple vans. Give this some thought and the Board of Directors can discuss this during the March 11th Board meeting. All members are welcome to attend the Board meeting.

Please help to publicize our upcoming June 1-2 Breakfast event, by distributing the flyer with the 2024 dates. And mark your calendar to come to the airport those days and contribute a few hours to making the event successful. We can't do it without YOU ! Many hands make the load lighter, and when we have plenty of volunteers no one has to exert themselves to the point of exhaustion. The next few monthly Chapter gatherings will feature planning for the Breakfast and we welcome your enthusiasm.

I'm looking forward to seeing you at our upcoming events.



### UPCOMING CHAPTER EVENTS FOR MARCH 2024

- March 4th - Chapter Monthly meeting, 7PM at the airport
- March 9th - IMC/ VMC gathering 9:00 AM to 10:30 AM at the airport
  - March 11th - Board of Directors meeting, 7PM at the airport
  - March 16th - Chapter Fly-Out
- March 24th - Soup-er-Sundae at the airport, 12PM - Last one for 2024!

### A LOOK AHEAD TO APRIL 2024

- April 1st - Chapter Monthly meeting, 7PM at the airport
- April 13th - IMC/ VMC gathering 9:00 AM to 10:30 AM at the airport
  - April 20th - Chapter Fly-Out

## Last Month's Program Review

We had a two-part program last month. Our program started with Herb Snyder and Tom Steckback telling us about the Boy Scout Camporee to be held September 20th–22nd. They described the planned event and where the campers would be setting up. They also asked for our group's help to man stations like we did for their 2016 Camporee.

The second part of the program focused on MOSAIC. Dale Graves Dale explained the changes in stall speeds that are proposed which would allow many more aircraft to be included in the new FAA rule. In last month's Observer, it was noted that the program was not going to be broadcast on Zoom, nor would the materials distributed be printed in the Observer. As the material has been made public and the FAA comment period has ended, the handout appears on the following pages.

*Top right: our full house! Right Center: the Boy Scouts fill us in on the Camporee. Lower Right: Dale Graves waiting in the wings for part two of the Program. Below: Jason Pape presented Tina Richardson, in Kat's absence, her headset, Ray Aviation Scholar polo and pin showing she is a RAS pilot.*





## Safety Continuum View of MOSAIC Rulemaking (Proposals in Red)

Sector Attributes	Safety Continuum Sector		
	14 CFR 21.191 Experimental	Current (Light-Sport Aircraft) 14 CFR 21.190	Proposed (Light-Sport Aircraft) Small Aircraft TC/PC
<b>Aircraft Privileges</b>	<ul style="list-style-type: none"> <li>9 purposes, including amateur-built (AB) – <b>no changes to AB</b></li> <li>New purpose: <b>former-military</b></li> </ul>	<ul style="list-style-type: none"> <li>Small, simple, easy-to-fly</li> <li>Sport/recreation</li> <li>Small range</li> </ul>	<ul style="list-style-type: none"> <li>Normal, utility, ag, acrobatic</li> <li>Sport, rec, personal travel</li> <li>Throughout the NAS/International</li> </ul>
Flight training	Certain purposes with LODA	Yes	Yes
Pax for comp/hire	No	No	Yes, except primary
Cargo for comp/hire	No	No	Yes, except primary
Ops over densely populated areas	No, with exceptions	Yes	Yes
Aerial work	Clarifies provision for exceptions R&D	No	Yes
Exposure to risk	Very Low/Low	Low	Low/Med (non-commercial & training)
<b>Eligible Aircraft</b>	Not prescribed	<b>Per part 1 definition:</b>	<ul style="list-style-type: none"> <li>Airplanes, glider, rotorcraft, LTA, special class</li> <li>Primary: airplane, helicopter, gyro</li> <li>Part 23 airplanes: 1/6/9/19 pax</li> <li>Primary: 4 seats</li> <li>Primary &lt; 3375# (rec pilot &lt; 180HP)</li> <li>Small airplanes &lt; 19,000#</li> <li>Primary: ≤ 61 kts</li> </ul>
Aircraft class	Expands experimental LSA kits	Airplanes, gliders, LTA, PP, WSC	Not prescribed
Max seats	Not prescribed (Most AB have 2 or 4 seats)	2 seats	4 seats for airplanes 2 seats for others
Max weight	Not prescribed	1,320# for land-based aircraft 1,430# for amphibious aircraft	Not prescribed (Proportional w/ stall speed, ~3000#)
Max stall speed	Not prescribed	45 knots	54 knots (clean)
Max airspeed	Not prescribed	120 knots	250 knots
Engine	Not prescribed	Single reciprocating engine	Not prescribed
Propeller	Not prescribed	Fixed	Not prescribed
Landing Gear	Not prescribed	Fixed	Not prescribed
Standards	N/A	None	14 CFR Part 22 (performance based)
MOC Approval	N/A	FAA-accepted, industry consensus standards (CS)	Varies, including CS for part 23
<b>Owner Assembly of Kits</b>	≥ 51% for AB & 0 to 100% for E-LSA	N/A – manufacturer must provide statement of compliance to CS	Type & production certificates
<b>Airworthiness Cert</b>		N/A	Not prescribed – 0 to 100% for primary
<b>Preventive Maint'nce</b>	Not prescribed	Special Airworthiness Certificate (AWC)	<ul style="list-style-type: none"> <li>Special AWC for Primary</li> <li>Otherwise, Standard AWC</li> <li>No change</li> </ul>
<b>Maintenance</b>	Yearly condition inspection per scope & detail of part 43, app D	Per manufacturer's maintenance manual	Per ICA, maintenance manual, part 43, and 91.409 inspection program
<b>Repairman</b>	Amateur-built repairman, Light-sport repairman, A&P	Light-sport repairman (revised training requirements), A&P	A&P
<b>Alterations</b>	Not prescribed	All alterations approved by—	STCs, field approvals, repair manual, & NORSEE
<b>COS</b>	ADs for TCd engines and propellers	<ul style="list-style-type: none"> <li>Manufacturer or</li> <li>Person approved by FAA</li> <li>Mandatory compliance w/ mfr's safety directives (MSD)</li> <li>Mandatory compliance with ADs</li> </ul>	<ul style="list-style-type: none"> <li>Voluntary compliance with manufacturer service bulletins</li> <li>Mandatory compliance with AD</li> </ul>



## Safety Continuum View of MOSAIC Rulemaking (Proposals in Red)

Sector Attributes	Safety Continuum Sector		
	14 CFR 21.191 Experimental	14 CFR 21.190 Current (Light-Sport Aircraft)	Proposed (Light-Sport Aircraft)
			<b>Small Aircraft TC/PC</b>
<b>Sport Pilot</b>			
Basis of Eligibility	<b>Current for Experimental, LSA, and Small Aircraft TC/PC</b>		<b>Proposed for Experimental, LSA, and Small Aircraft TC/PC</b>
Aircraft privileges	<b>Part 1 definition:</b> Airplanes, gliders, weight-shift control, powered-parachutes, lighter than air, & gyroplanes		<b>Part 61 performance limits:</b> <ul style="list-style-type: none"> <li>• Add helicopters certificated under 21.190 with simplified flight controls</li> <li>• Add model-specific privilege for aircraft with simplified flight controls</li> <li>• 4 seats for airplanes (2 occupants)</li> <li>• 2 seats for others</li> </ul>
Max seats	2 (2 occupants)		
Weight	1,320/1,430 lbs		Not prescribed (indirectly limited by aircraft stalling speed to ~3000 lbs)
Max stall speed	45 knots		54 knots
Max airspeed	120 knots		Not prescribed (indirectly limited by aircraft stalling speed to ~216 knots)
Engine	Single, reciprocating		Not prescribed
Propeller	Fixed or ground-adjustable		Allow automatic constant-speed prop
Landing gear	Fixed (except glider/water)		Not prescribed
Pilot endorsements	N/A		For complex aircraft, high-performance (above 200 HP), night ops, and retractable gear
Medical requirement	State-issued driver's license. Never denied a medical.		No change, except BasicMed for night ops
<b>Recreational Pilot</b>	<ul style="list-style-type: none"> <li>• Aircraft: 4 seats (1 passenger), one engine, fixed landing gear, no glider/balloon/powered parachute/weight-shift control aircraft/airship</li> <li>• Medical: Class III medical or BasicMed</li> <li>• Ops: No commercial operations, day VFR only, no towing.</li> </ul>		
<b>Private Pilot</b>	<ul style="list-style-type: none"> <li>• Aircraft: the aircraft must be less than 6000 pounds, max 6 seats and 5 passengers, and ≤ 250 knots</li> <li>• Medical: Previously held a valid Class III medical before [grandfather date], driver's license, never denied a medical. Medical exam every 4 years.</li> <li>• Ops: no commercial operations</li> </ul>		
<b>Private Pilot</b>	<ul style="list-style-type: none"> <li>• Aircraft: very broad range of aircraft, including all part 23 aircraft, with necessary ratings and endorsements</li> <li>• Medical: Class III medical or above</li> <li>• Ops: Operating privileges per ratings and endorsements with broad potential. Limited commercial ops (e.g., towing)</li> </ul>		
<b>Other Operations</b>	Operating limitations to codify 49 USC 44737	N/A	N/A
Space Support Vehicle	Part 36	N/A	Part 36
<b>Noise</b>	<ul style="list-style-type: none"> <li>• New experimental LSA</li> <li>• Acoustic alterations of experimental LSA</li> </ul>	N/A	<ul style="list-style-type: none"> <li>• New LSA</li> <li>• Acoustic alterations of LSA</li> </ul>
Standards			<ul style="list-style-type: none"> <li>• All TC'd aircraft</li> <li>• Alterations affecting noise</li> </ul>
Applicability	<ul style="list-style-type: none"> <li>• FAA-accepted CS or</li> <li>• Applicable part 36 appendix</li> </ul>	N/A	<ul style="list-style-type: none"> <li>• FAA-accepted CS or</li> <li>• Applicable part 36 appendix</li> </ul>
MOC			Part 36





## This Month's Program Preview

Our resident wing-walker, Jana Leigh Schaffer, will take a look at a Stearman Biplane known as the "Old Crow".



## History of Wingwalking

From AeroSuperBatics

<https://www.aerosuperbatics.com/about-us/history-of-wingwalking/>

Simply getting airborne at the start of the 20th century was an achievement, but getting back down to earth without ending up in a pile of broken wood and linen was an even greater one. Plenty of intrepid aviators met their end in homemade machines that managed one take off and no successful landings. Spectators in their thousands would turn up at the early airfields to watch young aviation pioneers pushing the limits of their flying machines.

Then came the Great War and with it galloping strides in aircraft development and flying skills. By the end of the war aircraft could fly higher and faster, were more reliable and their pilots more skilled. When the war was over there were hundreds of aeroplanes lying around that were no longer needed and that could be snapped up for peanuts by young daredevils who had caught the flying bug and weren't very keen on spending the rest of their days working in an office. And so the flying circus was invented.



Airshows were staged at which members of the pub-

lic could take joyrides for a few shillings or dollars. There were displays of terrifying loops and rolls and tricks like flying upside down. Naturally, the more outrageous and dangerous the stunt, the more the crowd enjoyed it, so if a young pilot wanted to make a living out of flying he had to come up with something a bit different. Something that pushed the edges of the envelope a little further out.



In 1918 an American flier called Ormer Locklear came up with a stunt that was guaranteed to wow the crowds: he would climb out of the aeroplane and walk along the wing and even climb from one aeroplane onto to another. Apparently Locklear first clambered out of the cockpit to fix a technical problem while training during the war.

A normal person would have landed and then sorted out the problem. Pretty soon you couldn't operate a flying circus that didn't have a wing walking act and Locklear was soon joined by numerous other daredevils including the wonderfully named Ethal Dare, the world's first female wing walk who like Locklear would walk from plane to plane.

Not surprisingly there were a few mishaps. Ormer

*(Continued on page 9)*



(Continued from page 8)

himself came a cropper while working on a film. These wing walk pioneers were operating without a safety net: no parachutes, no safety wires tethering them to the aircraft. A slip of the foot and it was the high dive for our brave showman or showgirl. In 1938 the authorities in America decided that parachutes had to be worn though by that time war was on its way and the show was about to close anyway.



Flying changed after the war. There were new goals like breaking the sound barrier, space exploration and the development of quiet, fast and comfortable airliners so that we could all go on foreign holidays relatively cheaply. In other words we'd got used to flying and some of the magic had gone out of it. There were still airshows with amazing displays of flying skills and some truly incredible modern jet fighter aircraft shattering greenhouse windows on high-speed fly pasts. But a little bit of the between-the-wars glamour had gone out of it.

But those barnstorming days of the '20s and 30s and the characters who manned the flying circuses hadn't been forgotten by those with a deep love of flying and a passion for its history. A few wing walking teams operated in America in the 1970s but it wasn't until frustrated barnstormer Vic Norman founded his



famous AeroSuperBatics wing walking team in the early 1980s that the sight of dare devils handstanding and flying upside down on the wing was seen in Europe.



Yes, the wing walkers are safely tethered to their Boeing Stearman biplanes, but the glamour, spectacle, sounds and atmosphere is just the same as it was when young and brave Ormer Locklear went for a dramatic 10ft stroll along the wing of his warplane in 1918.

For more information, see AeroSuperBatics website at: <https://www.aerosuperbatics.com/>

# The Spring 2024 FLY-IN/DRIVE-IN "WINGS, WHEELS, & PANCAKES"

**BREAKFAST \* 8 AM – Noon \* RAIN OR SHINE!**

**Saturday and Sunday \* JUNE 1st AND 2nd, 2024**

*Sponsored by Chapter 1041 of the Experimental Aircraft Association  
(the Gettysburg Barnstormers) at: GETTYSBURG REGIONAL AIRPORT (W05)  
Route 30 West, 1130 Chambersburg Road, Gettysburg PA 17325*

## **ALL YOU CAN EAT!!!**

Pancakes, Eggs, Sausage, Home Fries, Coffee, Tea, and Juice!

**\*Cash: \$10 Adult/ \$4 Youth (12 & under), \*Credit: \$10.50 Adult, \$4.50 Youth**

\*Prices may be subject to change due to fluctuating food costs.

***A portion of the proceeds benefit Aviation Programs for Youth***

Join us for Planes of all types, Antique and Classic Cars, and even flying model planes!

Also, come see "Floyd's Fabulous Flying Flapjack Machine"!



Above pictures from our last breakfast! On left, Floyd's Fabulous Flying Flapjack Machine was designed by Floyd Armstrong (1944-2014)

Check us out on the Web at: [WWW.1041.EAACHAPTER.ORG](http://WWW.1041.EAACHAPTER.ORG), or contact: Henry Hartman, Chapter President, at 717-637-3741 or (cell) 717-465-5952





## It's Only 92 Days Away!

The Spring 2024 Fly-In/Drive-In “Wings, Wheels, & Pancakes” is only 92 days away! We need to start getting the word out now, so that we have a chance of beating our record of 1,016 breakfasts set last year, and hopefully the weather will cooperate!

Please volunteer to help—we always need help cooking, cleaning, crowd control, parking cars, planes... you get the idea. Even if it's for just a couple of hours, it is greatly appreciated!

As in prior years, we will be accepting cash, check,

and credit cards. Like last year, the cost is \$10 adult/\$4 youth (this price may change as costs for the food and supplies fluctuate).

The flyer appears on the opposite page, and copies for distribution are available by contacting Dianna by phone or email. Her email address is:

[dianna.nicole.moy@comcast.net](mailto:dianna.nicole.moy@comcast.net),

and her phone number is 301-717-7412. If she doesn't answer, please leave her a message. Make sure to let her know how many copies you need.

## February's Soup-er-Sundae!

We had well over a dozen people attend the Soup-er-Sundae event, and we enjoyed a surprise entertainment session! Richard Rain had several videos of his flight the day before up the Hudson River Corridor and back. Very good weather and excellent photography! Fantastic views of the New York skyline, buildings, and the Statue of Liberty.





## February Fly-Out to New Jersey Grounded

A small group was hoping to get away and up to Blairstown, New Jersey. High winds grounded the plan, so the group went to Gettysburg Family Restaurant

instead. It looks like lunch must have been pretty good, there's nothing left on that table...



## IMC/VMC Club Pictures





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.

## Letter From the Editor

I think we've seen it all this month- low temps, snow storms, high winds, and heavy rains! Here's a couple pictures I'd like to share.

*Dianna Moy*



Above: A raging Marsh Creek after heavy rains at the beginning of the month. Typically a slow, meandering flow was transformed into a raging current that was still rising.

Left: A beautiful bald eagle feasting on his catch near Ski Liberty.

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 and a summary of the picture to our newsletter editor, Dianna Moy, at [dianna.nicole.moy@comcast.net](mailto:dianna.nicole.moy@comcast.net). Please note that *The Observer* is mailed/emailed to EAA 1041 members, posted on the Chapter website ([www.1041.eaachapter.org](http://www.1041.eaachapter.org)), and is available to the general public.

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## 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=NVNKU1RQKy9RUXcrdGY0UVNiTjBjdz09>

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.

