



The Observer

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



The Gettysburg Barnstormers, EAA Chapter 1041 -

March 2023

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:

Pancake Breakfast
in three months! 4

EAA WEBINARS 5

The IMC/VMC 7

AI Shimer passes 8

Air Race Classic 9

ROADWAY
HISTORY 11

TRANSITION
FLYING 12

Letters From
The Editor 16

EAA Chapter 1041
Board of Directors 17

House Transportation/Infrastructure Committee Leadership Established

HOUSE OF REPRESENTATIVES, WASHINGTON DC— January 12, 2023- Rep. Sam Graves (R-Missouri), who is a longtime EAA and Warbirds of America member, was named to chair the House Transportation and Infrastructure Committee and Rep. Rick Larsen (D-Washington) was elected to serve as ranking member. The Transportation and Infrastructure Committee has jurisdiction over all modes of transportation: aviation, maritime and waterborne transportation, highways, bridges, mass transit, and railroads. The committee also has jurisdiction over other aspects of our national infrastructure, such as airports.

Rep. Graves, EAA 619761, Warbirds 554648, has long participated at EAA AirVenture Oshkosh. In addition, he hosts an annual fly-in at Tarkio, Missouri, each summer that brings together aviation enthusiasts,

GA organization leaders, and congressional representatives in an informal way to enjoy recreational aviation.

"One of my highest priorities is a bipartisan, long-term reauthorization of the Federal Aviation Administration and aviation programs," Graves said. "As a professional pilot, I know firsthand just how important a strong U.S. aviation system is in connecting our large, small, and rural communities to each other and the rest of the world. Aviation is a major sector of our economy, and we must ensure our Nation remains the world's gold standard in safety and at the forefront of incorporating new technologies into the system."

Rep. Larsen has considerable experience on the Committee and has served on the committee since arriving in the House in 2001 and as the top Demo-

crat on the Aviation Subcommittee since 2013.

"Congratulations to Representative Graves on his selection to chair this important House committee," said Jack J. Pelton, EAA CEO and Chairman of the Board. "Having an aviator lead this committee is an important element as important matters such as FAA reauthorization are considered in this Congress. Sam's flying experience and knowledge of the importance of our aviation system is invaluable. Also, congratulations to Representative Larsen on becoming ranking member of the committee, as he is also well aware of the requirements to maintain a safe and vibrant aviation infrastructure for all involved."

This article can be read in its entirety on the EAA Website at: <https://www.eaa.org/ea/news-and-publications/ea-news-and-aviation-news/news/house-transportation-and-aviation>

Henry's Hangar

**"I don't think there's
been a single day since I
was five years old that I
didn't say the word
'airplane.'"**

Paul Poberezny,
EAA Founder, 1921-2013

Hello Barnstormers,

As we enjoy "the winter that wasn't", we can be thankful for the reduced heating bills that the warm temps are providing. The weather cooperated nicely for the February Chapter Fly-Out, and I was very blessed to participate as I flew with Dave Speranza and Dick Young. We all need to thank Dick for the

years he served as our Fly-Out Chairman, and also thank Dave for taking the controls after Dick's "retirement". A tip of the flying cap to both of you!

As we get geared up for another exciting year of Barnstormer activities, I would invite you to frequently check the 2023 Chapter 1041 Calendar.

(continued on Page 2)

UPCOMING CHAPTER EVENTS For MARCH 2023

- **March 6th Regular Chapter meeting 7PM Gettysburg Regional Airport**
- **March 11th IMCI VMC gathering 9:00 AM to 10:30 AM at the airport**
- **March 13th Board of Directors meeting 7PM Gettysburg Regional Airport**
- **March 18th Chapter Fly-Out**
- **March 26th Soup-R-Sundae Gettysburg Regional Airport Noon to 3:00 PM**

A LOOK AHEAD TO APRIL 2023

- **April 3rd Regular Chapter meeting 7PM Gettysburg Regional Airport**
- **April 8th IMCI VMC gathering 9:00 AM to 10:30 AM at the airport**
- **April 15th Chapter Fly-Out**

Henry's Hangar (continued from page 1)

In case you are one of the few folks that did not receive the new calendar, please stop by the airport and pick one up. The calendar contains most of the dates and activities that can be planned in advance, along with many photos of 2022 gatherings and events.

As you will read in this edition of *The Observer*, Dianna Moy is going to make our monthly programs available via 'Zoom', much like we did during the dark days of the pandemic.

If you are not able to make it to our meetings in person, this is a great way to stay connect-

ed with the Chapter and enjoy the good programs we feature each month. Our thanks to Dianna for this and all the other things she is doing to keep our group vibrant and informed!

Stay tuned for proposals for Field Trips. If there is somewhere or someplace you would like to visit please let me know. And if we have a member with connections to a local bus company, we are interested in putting together the details for a visit to the Udvar-Hazy Center of Smithsonian next to Dulles Airport. It's been a few years since we were there and

many of us are anxious to see what's new! Can you help?

Please read this entire newsletter for many more fine stories and news in general. As you'll see, we recently lost another long-time member, Al Shimer. As of this writing his family has not informed me of any plans for a memorial service, if they send me any news I'll get it out to you right away.

Hoping to see you at our upcoming gatherings,

Henry

Last Month's Program Review

Periodic maintenance vs. component failure.

The need for scheduled inspection programs.

Jason Henry and his wife Jennifer presented a Powerpoint show about preventive maintenance, particularly with home-built aircraft.

Jason is an A&P and IA that operates a maintenance shop at Lazy B Airport near Dover, PA.



International Celebration Honored Chuck Yeager's 100th Birthday

An item that came in too late for press time last month was the International Celebration Honoring Chuck Yeager's 100th Birthday on February 13th.

Chuck Yeager is referred to by many as one of the greatest pilots of all time, and was ranked fifth on Flying's list of the 51 Heroes of Aviation in 2013. Throughout his life, he flew more than 360 different types of aircraft over a 70-year period, and continued to fly for two decades after retirement

as a consultant pilot for the United States Air Force.

Brigadier General Charles Elwood Yeager was a USAF Officer, Flying Ace, and Record-Setting Test Pilot. After the war, General Yeager became a test pilot and flew many types of aircraft, including experimental rocket-powered aircraft for the National Advisory Committee of Aeronautics (NACA), where he also became the first pilot to officially break the sound barrier on October 14, 1947, when he

flew the experimental Bell X-1 at Mach 1 at an altitude of 45,000 feet, for which he won the Collier and Mackay trophies in 1948.

In recognition of his achievements and outstanding performance, he was promoted to brigadier general in 1969 and inducted into the National Aviation Hall of Fame in 1993.

Brigadier General Charles Elwood Yeager as born February 13, 1923 and died at the age of 97 on December 7, 2020.



This Month's Program Preview

March 6th Program - Like so many things in life, this one is "up in the air"! That could be interpreted literally or figuratively. Our member and resident Airline Captain, Howard Witterman, is hoping his flying schedule will allow him to present a program for the March Chapter Gathering. The topic will likely be a follow-up to his

pre-pandemic presentation about the Boeing 737-MAX and how its return to service is proceeding.

In the event Howard's schedule can't work for this month, we will have a standby program about the Huebner Doodlebug homebuilt aircraft that was donated to us last fall.

Howard is also speaking to a fellow airline pilot who is a second generation P-3 and P-8 pilot. The hope is that father and son can speak to us about their experiences, so stay tuned for more news about when this program will be scheduled.



February's Souper Sundae

Our second Souper Sundae events was a hit. Lots of food again— hot dogs, pasta salad, meatballs, fresh fruit, and more graced the table. As always, the soup was perfect.



Savy cooking up the soup outside (photo by Henry Hartman)



**ONLY THREE
MONTHS
AWAY!**

**GET COPIES
OF THE
FLYER NOW!**



The Spring 2023 FLY-IN/DRIVE-IN “WINGS, WHEELS, & PANCAKES”

BREAKFAST * 8 AM – Noon * RAIN OR SHINE!

Saturday and Sunday * JUNE 3rd AND 4th, 2023

*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, \$4.30 Youth

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 right, Floyd’s Fabulous Flying Flapjack Machine was designed by Floyd Armstrong (1944–2014)

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



Inaugural Learn To Fly Week

May 15 - 20, 2023, is the inaugural EAA Learn to Fly week!

The EAA will be providing five days of webinars and chapter Flying Start events will be the highlight of the week.

We’ll keep you posted on the inaugural week and our planned events here in the Observer, so keep an eye out!

AirVenture Dates

2023: July 24—July 30

2024: July 22– July 28

2025: July 21– July 27

March EAA Webinars

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion. See the EAA webinars site for more information.



3/1/23, 7 p.m. CST, A Matter of Trust

Qualifies for FAA WINGS and AMT credit.

Mike Busch—How far does your IA have to go to verify that your aircraft is airworthy? Can he or she rely on logbook entries made by other mechanics, or do they have to verify that all applicable ADs and other airworthiness requirements have been complied with by direct observation? In this webinar, maintenance expert Mike Busch relates the story of a diligent and well-intentioned IA who told a Citabria owner that his engine would need to be torn down to verify AD compliance, and how he worked with the owner and the IA to avert this terrible fate. Owners need to understand what maintenance records they are required by regulation to keep, and why it's so important for them to ensure that their mechanics provide them with fully compliant logbook entries.

3/8/23, 7 p.m. CST, Airframe Parachutes and Canopy Concerns

Qualifies for FAA WINGS credit.

Prof. H Paul Shuch—First introduced in 1982, the whole airframe parachute has offered us a new safety option for surviving catastrophic aircraft accidents. But, despite hundreds of successful deployments, inclusion of a chute is still controversial among some pilots. In this FAASTeam WINGS and AMT award webinar, Prof. Shuch explores the pros of parachutes, as well as the cons of canopies.

3/14/23, 7 p.m. CDT, The Curtiss Jenny

Museum Webinar Series

Chris Henry—The Curtiss Jenny is arguably one of the most recognizable aircraft from its era. This is one of the airplanes that taught America to fly, and broke barriers.

3/15/23, 7 p.m. CDT, Advanced Skew-T Concepts

Qualifies for FAA WINGS credit.

Dr. Scott Dennstaedt—There are very few weather tools that provide so many important details as does the Skew-T log (p) diagram. Using the tool to drill down is a great way to augment your understanding of the big weather picture. Combined with surface analysis and prog charts, constant pressure charts, and a multitude of other analyses and forecasts, the Skew-T will add confidence that you are making the right decision to depart or perhaps stay on the ground. In this webinar, Dr. Scott Dennstaedt will do a quick overview of the base diagram and review lapse rates before we explore some advanced topics on how to use the diagram to determine the potential for convective processes including deep, moist convection and cumuliform cloud tops.

3/22/23, 7 p.m. CDT, Caution: Helicopter Wake Turbulence!

Qualifies for FAA WINGS credit.

Ned Parks—Numerous accidents have occurred as a result of helicopter wake turbulence. What is it? Ned Parks, ATP/CFII, discusses something you either have never heard of, or very seldom have. Numerous accidents have occurred to fixed-wing aircraft as a result of helicopter wake turbulence. This presentation will explore the impact of helicopter wake turbulence on fixed-wing aircraft, both in the VFR and IFR environments. Please join the webinar and gain an understanding of how dangerous helicopter wake turbulence can be.

3/29/23, 7 p.m. CDT, Airborne Medical Emergencies: How to Act as the PIC

Qualifies for FAA WINGS credit.

Ken Solosky—Are you prepared and would you know what to do in a medical emergency while airborne? Join Ken Solosky, an ATP and CFI for airplanes and helicopters, as he discusses how to respond to life-threatening medical emergencies before EMS arrives, and what first aid equipment should be carried on board your aircraft. For more than 35 years Ken has been an emergency medical technician, and has also been chief pilot for the New York and Newark police departments.





February Fly-Out

The first flyout of 2023 was a success!

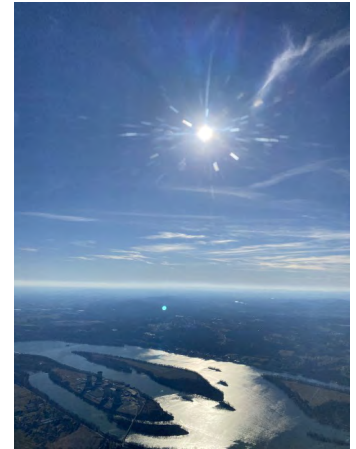
We had originally planned to eat at Arena's in Georgetown Delaware. Arena's is more popular than I realized, with several other groups also planning a flyout to Arena's—including a group of 31 from the Smokehouse group from Leesburg!

So, we changed gears and flew to Klingers at the Airport in Reading. The great weather made up for the

potential icing that cancelled the January flyout and 3 aircraft arrived with 10 Barnstormers.

The towered airport was a short flight, and was easy to find (less so for one pilot). Food and camaraderie were terrific. We may consider a future flight to explore the Mid-Atlantic Air Museum, located across the field from Klinger's.

For March, we may try to get to Arena's again. Stay tuned, and Blue skies!



Three Mile Island
photo by Dave Speranza

Young Eagles and Ray Aviation Scholarship Update

Young Eagles – the April 21 scout event at the York Airport will probably not happen. There is a class from Milton Hershey that is interested in Young Eagle flights.

This will most likely happen in June on a week day. Jason is looking for Young Eagle pilots that are available (and flexible) for a week day flight. We have one slot reserved for the Advanced Air Academy – but

we need a camper to fill the slot. There is a Learn to Fly week in May and any chapter that participates in this will earn two Oshkosh armbands. This follows the Young Eagles week event.



Ray Aviation Scholarship – we should know who our 2023 scholar will be by the end of the month. Jason announced that the scholarship amount has been increased to \$11,000.00. Plus, the Shared Scholarship will no longer be 50/50 but rather 25/75.

The sponsoring Chapter will only need to cover 25% and the Ray Aviation Scholarship will cover the remaining 75%.

EAA Ray Aviation Scholarship Program Reaches 300 Pilots

More than 300 young people have reached their dream of earning their pilot certificate with support from the EAA Ray Aviation Scholarship program.

The scholarship program is funded by the Ray Foundation, managed by EAA, and administered through the EAA chapter network. Through the program, EAA is able to provide deserving youths up to \$11,000 to help cover flight training expenses. EAA is receiving \$1.8 million from the Ray Foundation for 2023.

"The cost of flight training can be a barrier for many aspiring pilots, so EAA working with the Ray Foundation helps break down the barrier and make the goal of becoming a pilot even

more attainable for future generations," said Rick Larsen, EAA's vice president of communities and member programming. "We've found that more than 80 percent of Ray Aviation scholars are completing their pilot training, which is the complete opposite ratio of those who would start flight training on their own, so this program's outcomes are having a direct, significant effect on the pilot population."

There are EAA chapter and scholar eligibility requirements for the Ray Aviation Scholarship that indicate a commitment to success. Once a chapter is approved for the program, it nominates the chosen scholar for EAA's final review. Many chap-

ters are granted the full \$11,000 for their selected scholar, but some chapters have committed 25 percent of the award to secure their slot in the program. All EAA and divisional chapters in the United States and Canada are eligible for a grant up to \$11,000.

The Lightspeed Aviation Foundation and EAA award a Zulu 3 headset to each scholar after they complete solo flight or, if they soloed pre-scholarship, after passing the written exam. This is meant to recognize and incentivize the scholar as they progress and ultimately complete flight training.

IMC/VMC Club—The February Questions and Answers

Last month, the IMC question was: “Under what conditions can a pilot deviate from an instrument approach procedure to complete an approach and landing under IFR conditions (Contact Approach)?”

The answer:

A contact approach can only be authorized when requested by the pilot, and under the conditions that (1) the pilot remain clear of clouds, (2) the reported ground visibility is at least 1 statute mile, and (3) the pilot has a reasonable expectation of continuing to the destination airport in those conditions.

Reference: FAA-H-8083-16B, glossary

The VMC question was: “What three factors constitute a “stabilized approach” when making a VFR approach and landing, and when should the aircraft be stabilized?”

The answer:

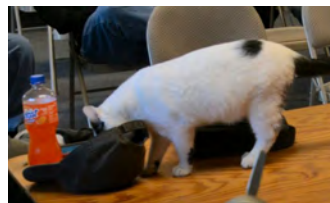
A stabilized approach means the aircraft is (1) on a constant descent angle (generally 3 degrees, or 300 feet per nm) to the touchdown point, (2) at a constant airspeed, and (3) properly configured (landing configuration). If the aircraft is not stabilized at 500 feet AGL for a VFR approach and landing, the pilot should go around.

Reference: [Fly Safe: Prevent Loss of Control Accidents | Federal Aviation Administration \(faa.gov\)](https://www.faa.gov/flightinfo/safety/accidents/prevention/flysafe)

Next Month's Questions

The IMC question is: *We all know that for IFR flight, the pitot-static system must have been checked within the preceding 24 months. When we set the altimeter on the ground before departure, what accuracy must be observed?*

The VMC question is: *What is a Special VFR (SVFR) clearance, and under what conditions can a pilot get one?*



Hmm.. a little too big for me...



All the fuel an aviator needs, right?



Members of the IMC/VMC club at the February meeting





Alan Hubert Shimer, born August 21, 1929 in McKees Rocks (Pittcock), Pennsylvania, "slipped the surly bonds of Earth" at age 93 on February 5, 2023 with his daughter Terri Buckson by his side. He was the son of the late Roy Shimer and Anna (Reichel) Shimer.

Aviation was Al's lifelong passion. In 1947, at 18 years

Longtime Barnstormer Al Shimer passes at 93

old, Al soloed in a Piper J-3 Cub. After serving in the US Army during the Korean War from 1948 to 1950, he joined Capital Airlines in 1956, which merged with United Airlines in 1961. Al completed his career with United as Captain on the Boeing 727 in 1987.

Al loved recreational aviation and found tremendous joy restoring and flying vintage aircraft, particularly Wacos. He shared his love of airplanes with family and friends whom he would take up in his 1937 Waco VPF-7 and perform heart-stopping loops, rolls, and other aerobatics. When on the ground, he enjoyed planting crops

and raising animals with his family on a farm north of Gettysburg.

He greatly appreciated the camaraderie of fellow pilots and aviation aficionados at the Gettysburg Regional Airport and the Gettysburg Barnstormers, EAA (Experimental Aircraft Association) Chapter 1041. Al was proud his aviation legacy was passed on to his son, also a Captain for United Airlines, and his grandson-in-law who flies for the US Air Force.

May Al always "dance the skies on laughter-silvered wings."

Al is survived by his four children: Tracey Garman (Van) of Coppell, Texas; Terri Buckson (Jed) of Chesapeake, Virginia; A. Timothy Shimer of Littlestown, Pennsylvania; and Tami Frudden (Sean); five grandchildren: Cortney Piper (Jason), Cameron Garman, Caitlin Yingling (Connor), Bradley Buckson, and Benjamin Buckson; three great-grandchildren: Sophia, Luke, and Elizabeth Piper; and his former wife of 34 years, Peggy (Parkinson) Shimer of Vermilion, Ohio.

He was predeceased by his older brother, Ronald Shimer.

Another Barnstormer, Marie Kalp, has Heavenly Wings



Randy Kalp's wife, Marie was diagnosed with colo-rectal cancer in the fall and was preparing for chemotherapy then radiation therapy for reduction of the mass, and then surgical evaluation after those treatments.

However, she was admitted to Chambersburg Hospital on Monday for low blood pressure and acidosis. An ultrasound scan done on Wednesday revealed that the cancer

could not be treated by any means due to its increased size. She entered hospice care on Saturday (2/18) at Doey's House in Hagerstown.

Sadly, Marie passed away on Wednesday, February 22 a little after 6PM. Born August 27, 1944 in Wilcox, PA, she was a daughter of the late George and Marietta Turzanski Mehalko.

Marie was a 1962 graduate of Johnsonburg Area High School, enjoyed her training with Divine Providence Hospital, and was employed as an X-Ray Technician for many years. A devout Catholic all her life, Marie also enjoyed reading, gardening, and caring for any stray animals who crossed her path.

She is survived by her husband of 41 years, Dr. Randy I. Kalp,

whom she married on October 28, 1981; daughter, Kristen Kalp of Ambler, PA; and four siblings, John Mehalko of Kane, PA; Walter Mehalko of Wilcox, PA, Catherine Mowry of Wilcox, PA, and Donnie Mehalko of Dover, DE. Aside from her parents, Marie was preceded in death by three brothers, Edward, James, and Thomas Mehalko.

Visitation was held for Saturday, February 25, 2023 at the Thomas L. Geisel Funeral Home and Cremation Center, 333 Falling Spring Road, Chambersburg, PA 17202.

A Mass of Christian Burial will be celebrated at 10:00 AM on Tuesday, February 28, 2023 at St. Anne Catholic Church, 75 Buchanan Street, Wilcox, PA 15870. Interment will follow the service at Holy Cross Cemetery in Rasselas, PA.

In lieu of flowers, memorial contributions may be made to the American Diabetes Association at www.diabetes.org. Marie helped with our fly-in breakfasts in past years, but had not been able to help for the last couple of years due to the lack of physical stamina.

Our prayers and deepest condolences to the Kalp family.



March is Colorectal Cancer Awareness Month. Please get screened— the earlier it is caught, the better your chances at survival.

2023 Air Race Classic

Fly the perfect cross country... 2,500+ miles in 4 days...



Grand Forks, North Dakota to Homestead, Florida

The *Air Race Classic* is the epicenter of women's air racing. Race teams, consisting of at least two women pilots, must fly VFR during daylight hours only and are given four days to make flybys at each en route stop and then land at the terminus. The race routes change each year and are at least 2,400 statute miles in length. Each plane is flown in race configuration to determine its handicap speed – and the challenge for each race team is to achieve actual ground speeds as far over the handicap speed as possible. The pilots strategize to play the elements, holding out for better weather, winds, etc. The objective is to fly your "perfect" cross-country. In this type of race, the official standings are not known until the final entrant has crossed the finish line.

29604 179th Place SE
Kent, WA 98042

info@airraceclassic.org
<http://www.airraceclassic.org>

ARC is a 501(c)3 nonprofit organization.



Corsair reunion among the warbirds highlights at EAA AirVenture Oshkosh 2023

EAA AVIATION CENTER, OSHKOSH, Wisconsin — (February 17, 2023) — A reunion of the Chance Vought F4U Corsair aircraft, the unique gullwing fighter aircraft best known for its exploits off U.S. aircraft carriers, will be among the warbird highlights at EAA AirVenture Oshkosh 2023. The 70th edition of the Experimental Aircraft Association's fly-in convention is July 24-30 at Wittman Regional Airport in Oshkosh, Wisconsin.

"With only about two dozen flying examples of the Corsair remaining in North America, the opportunity to bring together the largest-possible group of these unforgettable aircraft at Oshkosh was one we had to organize," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features and attractions. "This airplane recently marked the 80th anniversary of its introduction to the U.S. military and remains a favorite warbird among many enthusiasts. Our goal is to create a memorable program with several activities that feature the Corsairs on ground display and in the air." Corsair owners are encouraged to join this unique reunion by contacting Chris Henry at the EAA Aviation Museum (CHenry@EAA.org) for further details and registration information.

The Corsair received heightened attention at the end of 2022 with the release of the major motion picture "Devotion," which recognized the Korean War exploits of Medal of Honor recipient Thomas Hudner and his wingman Jesse Brown, the first Black U.S. naval aviator. That movie will be played during AirVenture at the event's Fly-In Theater, with descendants of the Brown and Hudner families invited to participate.

In addition, visitors will have the opportunity to visit the newly opened Corsair display inside the EAA Aviation Museum, which is open to all attendees as part of their AirVenture admission. The exhibit honors both Brown and Hudner, including a Corsair flown by Hudner on his subsequent deployments in the early 1950s and painted with his VF-32 squadron markings.

The Chance Vought F4U Corsair was first flown in 1940 and introduced to the U.S. military on December 28, 1942. Its unique gullwing design came as a way to allow use of the powerful Pratt & Whitney R2800 Double Wasp engine and allow shorter, more rugged landing gear for use as a carrier-based aircraft. With those attributes and a top speed of more than 450 miles per hour, the aircraft became renowned as a naval aviation fighter and in the support of ground forces.

Yellow Bird Gets Righted and Moved to a Safer Place

During a recent windstorm, the Yellow Bird got blown over. A few days ago, she was upright and moved to a safer location. Thanks to members of the IMC/VMC for helping to move her.

Photos courtesy of Savy Maranto



Zoom Meetings to be Restarted in March!



Many of you have asked about the Zoom meetings that we used to have during the Covid situation. Based on those questions as well as the fact that we have several members that are ill and others finding it hard to get around, I will resume the "Zoom-broadcast" of the program portion of our meetings beginning this month.

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 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=NVNKUIRQKy9RUXcrdGY0UVNiTjBjdz09>

Meeting ID: 862 7116 6916

Passcode: EAA1041

One tap mobile

+16469313860,,86271166916#,,,226570#

Roadway History

Probably everyone is familiar with U.S. Route 30 as it winds through Pennsylvania and then wanders west all the way to California. The Gettysburg Airport is on Route 30, and is just a few miles below Cashtown PA. Those that know of Cashtown PA will probably recognize the old Cashtown Garage. The garage is a historic, over 110-year old building that started out as a blacksmith shop and quickly changed into a garage and filling station (www.CashtownGarage.com).

The Gettysburg Barnstormer Newsletter Editor and Webmaster, Dianna Moy and her other half, Dale Graves acquired the building mid-December of last year. The building still has an operational garage that performs light auto repair, provides PA State inspections, and also offers detailing services! Top Notch Auto Repair and Detailing has been a tenant in the building for over 6 years since moving there from Fairfield PA. See Top Notch's website at www.topnotchcashtown.com.

The Cashtown Garage is across from the Cashtown Community Center as well as the Cashtown Fire Department. Dianna and Dale are looking to perhaps host events there over the summer such as a "Cars-N-Cream" (have an ice cream vendor sell ice cream on a warm summer evening, so that we can walk around enjoying the classic cars while licking an ice cream cone.... Yum!)



Cashtown Garage circa 1940

Above:

A picture of the Cashtown Garage circa 1940.

Right:

A picture of the garage today taken from almost the same location and angle as the 1940 one. Photo courtesy of Dianna Moy.

www.CashtownGarage.com



Cashtown Garage - 2022

General Aviation
Joint Steering Committee
Safety Enhancement Topic



FAA
Aviation Safety

Transition Training

The lack of transition training has been cited as a causal factor in many GA accidents. Accidents frequently result from pilots being unprepared for challenges presented by the new, or different, aircraft they are flying. Even when pilots are legally certificated to operate aircraft within a specific category and class, significant differences can exist among different types of aircraft within that category and class — thus necessitating the need for effective transition training.

Background

From 2001–2010, there were 1,250 fatal loss of control accidents. About half of these accidents occurred in the maneuvering and approach phases of flight — think stall/spin/crash.

It's also true that many accidents occur when pilots fly aircraft they're unfamiliar with. In fact, the first 50 to 100 hours in a new aircraft type are particularly dangerous, especially when a formal transition training program isn't followed.

What is Transition Training?

Imagine yourself sitting behind the wheel of a car that has a stick shift, but all you've ever driven is an automatic transmission. Sure it's a car like any other, but if you're driving a car with a stick shift, you'll need to know how to operate the gears and clutch. You'll need transition training from an automatic to the manual transmission.

Similarly, pilots who are transitioning to unfamiliar aircraft require not only stick and rudder development, but also specific training in the new aircraft's systems and with its operating characteristics to include normal, abnormal, and emergency procedures.

Remember — skills learned in some aircraft don't directly translate to other aircraft. Your new aircraft may look and feel like the one you're used to



flying, but subtle differences can exist such as faster or slower performance, higher stall speeds, and variations in

handling characteristics that could ultimately affect your reaction time and/or lead to loss of aircraft control in normal, adverse, and emergency conditions.

Transition training is important whenever you're operating an unfamiliar aircraft or avionics system.

Stepping Down and Stepping Up

Transitioning to another aircraft works both ways — stepping down is just as important as stepping up. It's not just about learning how to fly a more complex airplane. It's also about learning to transition from high performance aircraft to aircraft with lower performance and complexity, which can be equally challenging.

The same rules apply when you're operating in unfamiliar environments — you need to train for your new environment as well.

Continued on Next Page



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AFS-920 18-06

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Transition Training Program

Whether you're transitioning from higher- to lower-performance aircraft, or even to a different model, you should follow these three steps to ensure you have a sound transition training program:

- Hit the books.
- Train with a qualified instructor.
- And practice, practice, practice — twice a week is suggested to yield the best result.

Step 1: Hit the Books

You can get a leg up on your transition if you study the pilot's operating handbook first — especially if you've flown similar aircraft before. Your study topics should include basic characteristics of the aircraft's systems (e.g., fuel, electrical, control, hydraulic, avionics, and environmental) and how characteristics of the new aircraft differ from aircraft you have already flown.

Get a feel for what you can and can't do with the aircraft and focus on normal and abnormal procedures, performance characteristics, and what to expect on takeoff, landing, climb, cruise, descent, and glide. Also address the aircraft's limitations such as weight and balance, speeds, and wind limits. Know your aircraft's emergency procedures, speeds, power setting, and configurations for normal operations.

Step 2: Train with a Qualified Instructor

Finding the right instructor is key. Interview current owners, aircraft type clubs, or pilot organizations. They provide an excellent source of aircraft specific information, and a roster of instructors. Simulation training providers are another good source of information.

Talk to more than one flight instructor. They must be experienced in the make and model of your aircraft. More importantly, they must have recent experience. Let them know about your experience and capabilities as well, and how you intend to use the aircraft.

Assess their communication style. Are they clear and easy to understand? Would they be an effective teacher?

Make sure your instructor uses a syllabus — a training roadmap that should contain training events and schedules, completion standards, and established roles and responsibilities for you and the instructor.

The National Association of Flight Instructors advocates the ACE (*Analyze, Create, Execute*) training method. **Analyze** the aircraft's performance. **Create** your list of concerns about the new aircraft. And **Execute** several flights similar to the type of operation you plan to do in the aircraft.



Step 3: Practice, Practice, Practice

It is important to practice with your instructor — twice a week is suggested to yield the best result — and in your operating environment.

Develop personal performance figures and minimums, and develop your personal data at mission weights.

New avionics systems require practice too. Try logging some time on an avionics simulator to practice in a glass cockpit.

Practice slow speed maneuvering at altitude, manage distractions, seek regular refresher training, and document your achievement in the Wings Pilot Proficiency Program!

Learn More

- Advisory Circular 90-109A, *Transition to Unfamiliar Aircraft*: go.usa.gov/xQYf5
- "Shifting Gears: Tips for Transition Training" page 26, *FAA Safety Briefing*, Sept/Oct 2017: go.usa.gov/xQYf6
- Transitioning to Other Airplanes, AOPA Online Course: bit.ly/2IOFjIV
- *FAA Airplane Flying Handbook*, Chapters 11-15 Transition Training: go.usa.gov/xQY7h



More Pictures from the First 2023 Fly-Out!



For the pictures below, many thanks to Richard Raines for allowing us to actually have our VP, Sam Kistler in a picture!!



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Letter From the Editor

It's hard to imagine, but do you realize that it's been three years since Covid-19 disrupted our lives (3/15/2020), and only one year since things got close to being "normal" again? During 2020 and most of 2021, time moved oh so slowly.

I swear at Covid for making me miss seeing some relatives before they passed and not being able to attend the funeral.

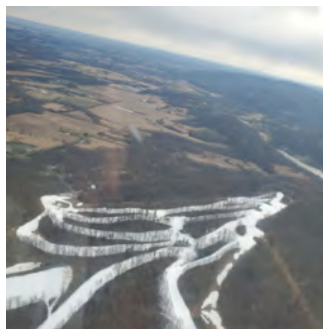
I blame Covid for making me put the brakes on some plans that I had. Maybe that was good, maybe not. Time will tell, but now time is going by way too fast. This is my fourth edition of The Observer since Bob Howe passed. Our record-breaking pancake breakfast was almost a year ago.

Right before Covid hit, I had my first flight in a glider. I was allowed to pilot the glider, not just be a passenger. It was an hour of absolute heaven. I'd never been "at the controls" before, but the instructor allowed me to control the glider from takeoff until we came in to land. My pilot log has one official hour in it.

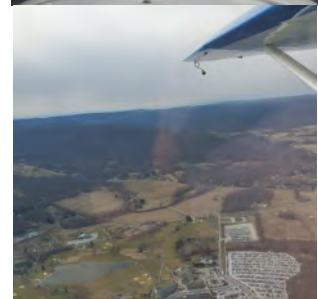
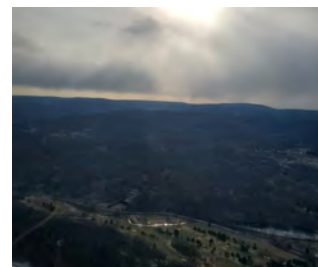
The glider base is at Fairfield



PA (Mid-Atlantic Soaring Association) and we flew around the area and over Ski Liberty. Seeing the slopes from the air was breathtaking.



I had to table the idea of getting a glider pilot license because of Covid. Perhaps I can restart those plans if not this year, perhaps in the future. "Only time will tell".



The pictures here are from the cockpit that I was able to take during flight.

Dianna Moy

Updating our systems... moving forward slowly.

The task of updating our records and processes is underway! While there will be slight hiccups along the way, hopefully this will be a relatively painless process.

The problems we had with Paypal since the death of Bob Howe have been resolved, so collecting dues paid through the EAA 1041 Website have now been resumed. Please note that paying online will

incur a \$1.50 additional cost to cover the PayPal payment processing charges. Credit cards are accepted through PayPal.

If you prefer to pay in-person or over the phone, please call Karen or me (Dianna) at the numbers listed on the next page. If you don't get an answer, please leave a message and we'll call you back. DO NOT leave any of your card information in the voice mes-

sage. The processing fees charged for credit card use in-person is lower than the charges through PayPal as we have the terminal that will allow tap or touchless payment (including Apple, Samsung, and Google Pay).

Dianna Moy



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>

Coming soon: Instagram and Twitter! Keep an eye out here!



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