



# The Hagerstown Homebuilder

[chapters.eaa.org/EAA36](http://chapters.eaa.org/EAA36) Hagerstown, MD

Vol. 30 No. 5

May

2021

## Aircraft of the Month



### RV-6, Jack Raun

Any members who would like their aircraft featured in future newsletters as Aircraft of the Month, please send information and photos to Greg Thornwall at [thorn@myactv.net](mailto:thorn@myactv.net)

# EAA CHAPTER 36

**May 2021**

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→→→ **Our next general membership meeting will be held May 4<sup>th</sup>** →→→

## The President's Corner



Welcome to spring! I realize it became official over a month ago, but temperature-wise it finally feels like we have moved out of winter. Numerous times throughout April I questioned if March had better weather. Do we have any other golfers in the group? I got my first round of golf in a couple of weeks ago—and while it was a gorgeous day to be out on a beautiful course, I was reminded my game requires some work to get it back to what it once was.

Speaking of trying to, “get it back to what it once was,” the Board reached the decision to cancel May’s planned Young Eagles event. We long for a return to hosting our events with open arms and a welcoming smile--concerned for food and flight safety rather than spreading a virus. The consensus though, is that potential liability and negative public perception due to such events continue to pose a significant threat to the long-term viability of our chapter. Evaluation of best practices and state guidelines is a continuous practice and a strategy going forward is a continuous process. Cancelling a Young Eagles event for reasons other than weather is not an easy decision, nor one we take lightly—it’s a huge part of who we are and what we do, and a fundraising opportunity for the chapter.

But, we are more than just Young Eagles; and our chapter is actively engaged in other activities with more on the horizon. The Stolp SA-900 V-Star was disassembled and pretty much ready for blasting and powder coating followed by reassembly and covering the fuselage with fabric. Our YE RC Build & Fly program is moving along as the kids help to assemble the craft and learn how to fly it using the simulator.

By the end of May we should have awarded two different scholarships, and the logistics for hosting a Poker Run are falling into place. And we’re moving forward with bringing YE Workshops to the chapter—a program designed for kids ages 11-17 with a variety of aviation-themed activities. Whether it’s attending a flyout, joining a committee or leading a program, I encourage you to engage yourselves, family and friends in our chapter’s activities.

This month, our monthly chapter gathering’s members and guests will be treated to a presentation by the Hagerstown Aviation Museum. Unfortunately for the Museum, the bar was set pretty high with last month’s presentation on the work and activities at Georgia Tech’s Vertical Lift Research Center of Excellence. Thanks again to Pete Walters for arranging to have your son come in and speak to us. Fair warning, I have family obligations to attend so I will have to miss this gathering—I’m not yet sure what that will mean for the usual antics of pretty cool slides and mediocre dial-in options for off-property attendees.

I would also like to, once again, extend my appreciation to the museum for accommodating our chapter with a unique venue to hold our events. I hope to line up additional exciting programs for future gatherings—and please help if you have a topic/presenter in mind for upcoming sessions.

Until next time ...

Safe skies!



# Chapter 36

## News and Events

### April Chapter Meeting:

#### Attendees:

**In Person** - Joe Boyle, Jim Marsden, Dean Popio, Gary and Jenny Keller, Austin Colby, Jeff Hutchison, Ray Franze, Tobias Mottley, Jay and Jathan Swift, Pete Walters, Robert Walters, Curtis and Kate Berry, Ben Trillanes, Ken Jones, and a few new members/guests I don't have names of.

**Online** - Thornwall family, Aidan Bedwell, Anne Russell, Mark and Sandy Hissey, Jay Kanagy

#### Topics:

Finances, V-Star Build, YE RC Build & Fly, Scholarship updates, Upcoming Events, Special Guest Presentation - Robert Walters, GA Tech's Vertical Lift Research Center of Excellence

### Current Fuel Prices

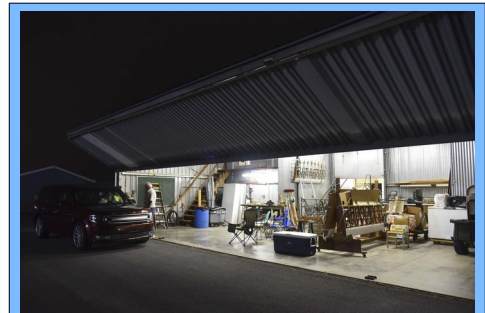
as of  
April 19, 2021

Airport	SS	FS
Hagerstown	\$5.20	\$6.05
Frederick	\$5.35	\$6.10
Martinsburg	\$4.79	\$5.64
Winchester	<b>\$4.69</b>	<b>\$4.94</b>
Cumberland		\$5.25
Carroll County	\$5.04	\$6.04

[www.airnav.com](http://www.airnav.com)



Young Eagles Build & Fly Program meetings at the Chapter 36 Hangar, Thursday nights at 7 PM



Weekly Build Nights at the Chapter 36 Hangar, Monday nights at 7 PM

### May



**Membership Meeting**

Monthly Chapter meeting on Tuesday, May 4<sup>th</sup> at 7:30 PM in the Hagerstown Aviation Museum hangar.



**Young Eagles Event**

### CANCELED

Our Board has the difficult task of balancing the excitement of resuming our public events with concerns for the well-being of our volunteers and guests. We will continue to monitor the rapidly-changing dynamic of restrictions, evaluate best practices and resume the events as soon as possible.



**Fourth Saturday Fly-Out**

Fly-Out to Easton, MD (KESN) for breakfast at Sugar Buns Airport Cafe on May 22. ETD: 7:45 AM

## **Flying Life: Not just 'those pilots'**

### **An emergency hits close to home**

When you hear scary stories about aviation emergencies, how do you continue to climb into your airplane day after day knowing there's a real possibility that something like an engine failure or electrical fire could happen to you?

My coping mechanism has often been to tell myself I'm safe because I would never make the same mistakes as those pilots. This method works just fine until the bad thing happens to a friend, a person I respect as a consummate professional aviator. In short, it could have happened to anyone. It could have happened to...me.

But for you readers who don't know Katie George like I do, you might be able to go on pretending you are immune. So you know that she's a real person, and not some faceless pilot, let me describe her. She has wavy blond hair and blue eyes. She reads psychological thrillers on the airport couch on rainy days. She loves mint chocolate chip ice cream and grew up with a pet guinea pig named Fluffy. She has an easy laugh that you can hear all the way down the hall, and has never met a stranger. If you knew her, you'd want to be her friend.

Let me tell you what happened to your new friend, Katie: As a flight instructor, she observed her student do a preflight on a Cessna 152, before they took off for a local lesson to the practice area. On run-up, all indications were normal, but because it was cold and humid, she and her student discussed the possibility of carburetor ice and did a takeoff emergency briefing. On the climbout, they noticed a slight drop in rpm. "You still have the throttle all the way in, right?"

Katie confirmed with her student.

Within seconds, the rpm dropped further, and Katie took control of the airplane. At 500 feet agl and with zero time for hesitation or troubleshooting, Katie made a 180-degree turn and informed tower she was landing. By the time she was facing the runway again, the propeller had completely stopped. She heard the stall horn intermittently, but felt secure enough in their gliding capability that she continued to stretch it, landing without injury or damage about 1,000 feet down the runway. Maintenance towed the airplane in, while Katie said mankind's most authentic prayer (*God, thank you for letting me live*) and decided to take the rest of the day off.

The next morning, without yet knowing why that engine had failed, Katie forced herself to get back in

the air with another student in a different airplane. I saw her in the runup pad and marveled at her courage, which is most definitely, as Nelson Mandela said, not the absence of fear, but the triumph over it.

What caused the engine to fail? After the incident, the mechanic pulled multiple sump cups of water out of the strainer drain. But they sumped the fuel before the flight! The rational part of me that demands fairness and explanations cannot let that detail go. My friend was standing right there, making sure a thorough preflight was conducted. She did everything the way she was supposed to. Katie will never know if her student's sump cup had a water bubble in it that they missed, or if the sump cup was completely full of water and therefore no separation of water and fuel would have been visible, or if the water that made it into the engine never actually made it into the sump cup, but had settled in another spot in the wing.

Here are the things I'm taking away from our friend's story. When I sump the fuel now, I get out from under the shade of the wing and hold that thing up in the light against the white paint of the fuselage.

Sometimes it doesn't look all that blue, so you can also do a smell test to confirm that a strong fuel smell is present. You can also sump small amounts from several sumps into one cup, so that if one sump is all water, hopefully another spot will have all fuel and you will get a clearly visible separation of good stuff from bad stuff. However, as numerous studies have shown, you can take all these precautions and still end up with enough water in the tank to cause engine trouble. In no activity can risk ever be minimized to nil.

Even though it was zero fun to lose an engine on climbout, the story ends well, in part, because a competent pilot was at the controls. Katie did a verbal pre-takeoff brief so when that engine quit producing power, she knew exactly what to do without hesitation. She relied on her training and her experience in the airplane and managed to get herself and her student safely on the ground. Many, many pilots have not been so fortunate. And perhaps the biggest takeaway of all is that Katie got back in the air the very next day. Flying frequently demands much of us: skill and proficiency and sometimes extraordinary amounts of courage.

<https://www.aopa.org/news-and-media/all-news/2021/may/pilot/flying-life-those-pilots>

## The birds and the bees and any given airplane

The place was Meriden Markham Airport ([KMMK](#)) in central Connecticut. I was in the right seat, fulfilling my duties as a CFI. In the left was my student. The weather was warm. Not hot, but the confines of the cockpit, coupled with the workload experienced by a primary student who was really trying to get everything right, made the cockpit a bit stuffy.

The mains touched down smoothly. The nosewheel followed seconds later. As we rolled out on Runway 36, I popped open the C-172's passenger window and rested my right arm on the sill. Instantly, a bee flew up my short shirt sleeve, pushed so forcefully by the relative wind neither the bee nor I could prevent the painful event that was about to unfold.

Trapped between skin and a cottony cocoon, the bee did what bees do when threatened. It stung me. Right in the bicep. Ouch! Man, that hurt.

Although my memory may be faulty, I believe that was my first negative experience with another being in flight. The bee certainly got the worst of it. After all, they die after using their stinger in a last-ditch effort to wreak vengeance on those who seek to do them harm. I survived. Uncomfortable as my swelling, itchy, painfully stung upper arm might be, I'm not allergic to bee stings. I was able to complete my student's flight successfully, then do another later in the day.

All in all, it was a good day. For my students at least. It was an okay day for me. Not so good for the bee.

As we embark on our aerial adventures it's worth remembering that humans are not designed to inhabit the ether. We enter the realm of the birds and the bees at our own peril even as we present a bit of a risk to our feathered friends and insect fliers. The risks are split equally between our species. To the degree possible, we would do well to avoid each other in flight and on the ground.

Case in point. If you were one of the many thousands who attended the 2021 [SUN 'n FUN Aerospace Expo](#), you may have seen my company car, N103UC on display outside the [Aircraft Owners and Pilots Association](#)'s tent. The organization has shown off a

variety of airplanes over the years — generally in an attempt to show not just a whiz-bang top-of-the-line aircraft sporting a value that carries multiple zeros to the left of the decimal point, but also to illustrate that even a modest, highly affordable trainer can be a valuable asset to the lifestyle and adventure seeking soul of a pilot.

You might be surprised, but it's not at all uncommon at events such as these for attendees to see an open cockpit door as an invitation to climb in and get comfortable. Many people do just that, treating the aircraft as if it is their own. Some act as if it is a plaything brought in especially for them to beat the beejeezus out of it if it pleases them.

After a couple, or more accurately, a couple of couples, loaded their children in the pilot and passenger seats in the hopes of getting an adorable picture of the little tykes doing all they could to break something, my peers were kind enough to put up a small but tasteful sign at each door asking people to refrain from entering the airplane unless invited to try it on for size.

I've always been a fan of encouraging folks I meet, both young and old, to step up into the cockpit to get a feel for the pilot's seat. And for all the years I've been doing that, it has amazed me at the breadth of the spectrum of people who immediately engage in trying to stress test the knobs, switches, and various controls they're confronted with. Anything they can pull on hard enough or bang at with sufficient fervor to damage, they do it.

Hence, it's critical to do a careful and extensive pre-flight inspection before departing the grounds of any event where others have had access to the aircraft in which you intend to take flight.

But of course, ill-mannered humans are not the only creatures who might try to set up housekeeping in our aircraft when we're not looking...

Full article @

<https://generalaviationnews.com/2021/04/27/the-birds-and-the-bees-and-any-given-airplane/>

## **NASA Remembers Michael Collins**

Former NASA astronaut Michael Collins passed away on April 28, 2021.

“Today the nation lost a true pioneer and lifelong advocate for exploration in astronaut Michael Collins,” said acting NASA Administrator Steve Jurczyk. “As pilot of the Apollo 11 command module – some called him ‘the loneliest man in history’ – while his colleagues walked on the Moon for the first time, he helped our nation achieve a defining milestone. He also distinguished himself in the Gemini Program and as an Air Force pilot.

“Michael remained a tireless promoter of space. ‘Exploration is not a choice, really, it’s an imperative,’ he said. Intensely thoughtful about his experience in orbit, he added, ‘What would be worth recording is what kind of civilization we Earthlings created and whether or not we ventured out into other parts of the galaxy.’ ”

<https://www.nasa.gov/michael-collins>

## **Other Aviation Articles:**

**Without Mitchell, Hagerstown Aviation Museum 'wouldn't have existed'**

[https://www.heraldmillmedia.com/obituaries/a\\_life\\_remembered/without-mitchell-hagerstown-aviation-museum-wouldnt-have-existed/article\\_96614c34-23b5-5b55-aab0-470923bb5133.html](https://www.heraldmillmedia.com/obituaries/a_life_remembered/without-mitchell-hagerstown-aviation-museum-wouldnt-have-existed/article_96614c34-23b5-5b55-aab0-470923bb5133.html)

**Engine failure at 950 feet**

<https://generalaviationnews.com/2021/04/14/engine-failure-at-950-feet/>

**Looking Up Your Old N-Numbers**

<https://www.avweb.com/flight-safety/looking-up-your-old-n-numbers/>

**US Air Force demo squadron launches new show**

First overhaul in decades tells a story

<https://www.aopa.org/news-and-media/all-news/2021/april/14/us-air-force-demo-squadron-launches-new-show>

**Bridge Stunt Leads To ADS-B Revocation**

<https://www.avweb.com/aviation-news/bridge-stunt-leads-to-ads-b-revocation/>

**NASA’s Ingenuity Mars Helicopter Succeeds in Historic First Flight**

<https://www.nasa.gov/press-release/nasa-s-ingenuity-mars-helicopter-succeeds-in-historic-first-flight>

**EAA AirVenture Oshkosh 2021 NOTAM Released With Important Changes for Pilots Flying to Oshkosh**

<https://www.eaa.org/airventure/eaairventure-news-and-multimedia/eaairventure-news/eaairventure-oshkosh/04-22-2021-eaairventure-oshkosh-2021-notam-includes-important-changes-for-pilots-flying-to-oshkosh>

**The six myths of oil analysis**

<https://generalaviationnews.com/2021/04/25/the-six-myths-of-oil-analysis/>

**FAA Says Internet Preflights Better Than Flight Service Briefings**

<https://www.avweb.com/aviation-news/faa-says-internet-pre-flights-better-than-flight-service-briefings/>



## May EAA Webinars

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

Date	Time	Title	Presenter(s)
5/4/21	7 p.m.	<a href="#">Jabiru Aircraft Kits</a> CDT <b>HOMEBUILDERS WEBINAR SERIES</b>	Scott Severen <i>Scott Severen from US Sport Planes, the North American importer and distributor for Jabiru aircraft will discuss the design, building and operation of Jabiru experimental amateur-built kit aircraft.</i>
5/5/21	7 p.m.	<a href="#">Annual Deadlock</a> CDT <b>Qualifies for FAA WINGS and AMT credit.</b>	Mike Busch <i>What happens when an airplane undergoes its annual inspection and the owner and IA can't agree about what discrepancies truly rise to the level of severity that they must be resolved before the aircraft can be considered airworthy? In this webinar, Mike Busch tells the story of the worst such deadlock he's encountered in his decades of working with owners and mechanics. Spoiler alert: It's not pretty.</i>
5/11/21	7 p.m.	<a href="#">The History of Air Racing</a> CDT <b>MUSEUM WEBINAR SERIES</b>	Connor Madison <i>EAA's own Connor Madison will discuss the powerful aircraft that make up the EAA Aviation Museum's Air Racing Gallery. He will also dive into an overview of our nation's quest for speed, and the people who pushed the limits.</i>
5/12/21	7 p.m.	<a href="#">IFR in an LSA: Is it Safe? Is it Legal?</a> CDT <b>Qualifies for FAA WINGS credit.</b>	Prof. H. Paul Shuch <i>Many modern light-sport aircraft tend to be extremely well-equipped and technically-advanced, with dual glass panels, coupled autopilot, WAAS GPS, VOR, localizer, glideslope, synthetic vision, ADS-B In and Out, heated pitot tube, and other features that put most of the legacy general aviation fleet (and even some airliners) to shame. You'd think they would make ideal IFR platforms. But, are they safe and legal for flight under instrument flight rules? It's not a simple question, and this webinar gives a not-so-simple answer.</i>
5/18/21	7 p.m.	<a href="#">Ultimate Aircraft Buying Guide 2021</a> CDT	Scott Sky Smith <i>Before you buy a light-sport, standard, or experimental aircraft, get prepared! Learn from Scott Sky Smith's 30 years of experience. Scott Sky Smith has bought and sold 30-plus different aircraft, including a Smith Miniplane, KR2, Pietenpol, Skymaster, Pipers, and Cessna. Sky Smith discusses where the best deals are, what time of year to buy, and how to evaluate the price of your new purchase. Calculate the real cost of ownership and compare it to renting or building an aircraft. He will also be covering pilot requirements, insurance, and what to inspect before you buy.</i>
5/19/21	7 p.m.	<a href="#">Are you Stumped About Weather? Here are the Top Ten FAQs</a> CDT <b>Qualifies for FAA WINGS credit.</b>	Scott Dennstaedt <i>Meteorology is perhaps the most challenging discipline you must master to become a pilot and continues to generate many questions long after your primary training has completed. Join us for some weather Q&amp;As where Scott Dennstaedt will provide the answers to the top 10 questions he's been asked over the last 20 years as a former National Weather Service meteorologist and certificated flight instructor.</i>



# Ray Aviation Scholarship Update



“April was a more active month for my flight training, and I am definitely coming up at the end of my private pilot training. Flying in early April consistent of dual training and solo pattern work to make sure I am staying comfortable alone in the airplane. Throughout later April, I have been trying to go on my first solo cross country; however, the weather has been a canceling factor on a number of those flights. My most recent flight with my flight instructor was a no-go solo day because of winds, but we still went up, and I practiced my simulated IFR under foggles to fulfill my three-hour time requirement I have almost completed. As I was leaving the airport that day, I saw a helicopter (Sikorsky S61-N) that I had never seen before, so attached below is a picture of that aircraft. I have continued to stay engaged with the R/C build and fly program, and I love helping the boys in that group prepare for the maiden voyage of their plane by working with them on the simulator.

Unrelated to my flight training this week, Spring sports have begun at my school. Five days a week, I play lacrosse for my school, and thankfully, due to school being online, I can fly more in the mornings, so there is no conflict.

Unfortunately, I don't have any good pictures from my flights, so below is a picture of the helicopter I spotted and a shot of me playing lacrosse.” – *Aidan Bedwell*



## Members Pages

### Pete Walters

Photos from Moody AFB in Valdosta, GA.



### Ray Franze: *Collecting Stamps and Weather Diversions*

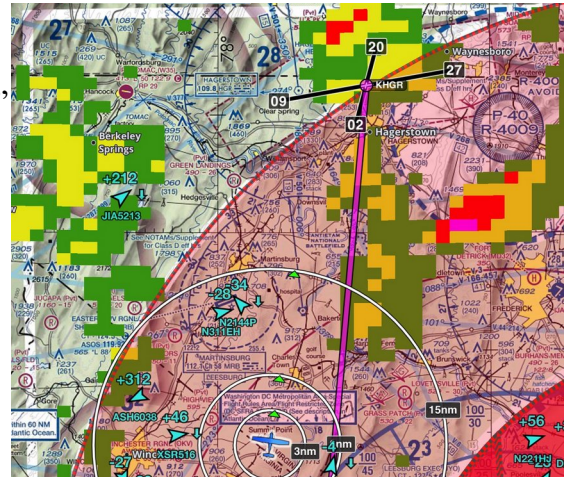
For the second time, I found myself diverting due to adverse weather on my way back to Hagerstown from central Virginia collecting stamps for my VA Aviation Ambassadors passport.

I used to be ultra-conservative about weather when I went flying. If there was one tiny cell within 50 nautical miles, I couldn't risk the chance of additional cells building up out of nowhere while flying—too risky. I'm exaggerating a bit, but you get the idea.



Of course, throughout many years of my recreational flying career I was limited to VFR operations only; and many years I didn't accumulate too many flight hours. For those reasons I flew on the most picture-perfect days—I limited my exposure to adverse weather which led to an overtly-cautious approach to potentially adverse conditions.

Anyway, a couple of weeks ago I found myself returning to Hagerstown from Lake Anna and Louisa County airports. Although I flew down on an IFR flight plan, I opted to return VFR. I saw a storm cell with strong precipitation just west of HGR, but I was confident the relatively small cell would likely be well to the east of Hagerstown by the time I was anywhere near the area—after all I was a little over 100 nm away with a 145-horsepower airplane. Needless to say there was plenty of time for the weather to move through the area. I also evaluated my options—my “outs.” The valley was VFR with isolated rain showers and plenty of airports along the way providing ample options available to divert if things looked dicey. So I proceeded north VFR, watching the weather on my tablet with ForeFlight. Flight following with Potomac Approach not only provided me with an extra set of watchful eyes, I was also able to understand how the weather was affecting operations ahead of my route. As I progressed further north, I noticed the cell near Hagerstown was moving eastward at the speed of smell, and I began to doubt my ability to make it home without stopping.



**Foreflight screenshot showing possible "gap" to get into HGR**



**Showers just off to the west of HGR and MRB**

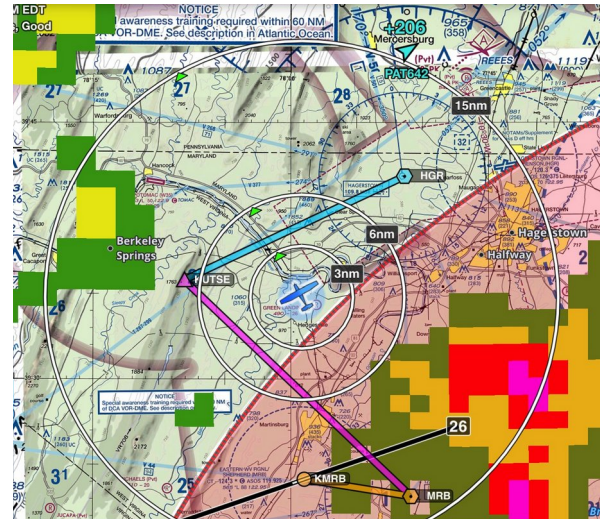


**Sunshine up ahead around HGR looking like maybe I can get in**

The weather was good up to, and a little beyond Martinsburg—which I selected as my backup plan. The closer I got, the more the picture ahead started to look like I could possibly get in. Every few minutes I would listen to HGR's automated weather for updates to determine if conditions were getting better, staying the same, or deteriorating. I started to decide to press on to Hagerstown, turning back to Martinsburg if I couldn't get in. A look to the west however, revealed additional adverse weather inbound to the area. While there was a chance I could get in to HGR, there was also a chance I couldn't get back to MRB. Again, I was flying VFR. Listening to the radio chatter, Potomac Approach was busy vectoring traffic, mostly airlines, around storm cells on their way into, or out of Dulles. I figured Potomac wouldn't entertain a request for a “pop-up” IFR clearance, nor did I feel asking for one at that time was a good idea hearing how active they were pushing tin. And calling Flight

Service to file an IFR flight plan, and then pick it up while airborne, would only serve to delay my arrival into either airport.

Martinsburg was just a few miles to the northwest with good weather. So I decided to settle for the known option—at that time I wasn't 80% sure I could get into HGR safely, and I wasn't 80% sure I could make a U-turn back to MRB without running into weather—but I was 100% sure I could safely land at MRB from my present location. And from there I could reset. I could file IFR back to Hagerstown and possibly have dinner at Crosswinds Café while waiting out the weather.



**Foreflight screenshot of IFR flight MRB to HGR**

**Plane on the ramp at MRB waiting out the weather**

When I felt the opportunity was right, I departed IFR from Martinsburg and made it back into Hagerstown, getting to shoot an approach into Rwy 09 which helped extend my IFR currency. Again, this is the second time in just under a year I diverted for weather, and it's something I take pride in. The destination is a goal, but not a requirement. The key is to always live to fly another day. And while I've spent so many years simply buzzing around enjoying the scenery below, it's good to know I have a solid skillset of evaluating the weather and assessing options while avoiding "get there-itis"



**Clouds en route from MRB to HGR**



## Elizabeth Thornwall

I passed my instrument rating checkride on Tuesday, April 20<sup>th</sup>. The checkride had originally been scheduled for April 14<sup>th</sup>, but the weather wasn't great that day so the flight portion had to be rescheduled. Luckily the weather on the 20<sup>th</sup> turned out better, although it was windy and really bumpy (the complete opposite of the weather for my private pilot checkride, which had turned out really smooth with absolutely no wind at all). The Cessna 150 is so light and under-powered that any amount of turbulence can really push it around, so this definitely made the instrument checkride a lot more challenging. I'm pretty sure we hit wind shear during one of the missed approaches and during landing, and there were plenty of updrafts and downdrafts that made maintaining an exact altitude almost impossible at times. The examiner, Harry Kraemer, seemed pleased with my performance anyway.



I would not be where I am today without the Young Eagles program, which allowed me to take my first ever flight in an airplane, or the Ray Aviation Scholarship, which helped me complete my private pilot training. Thanks to all of the members of EAA Chapter 36 for the support during my training over the past two and a half years! And thanks to everyone at Bravo Flight Training, especially my flight instructor, Jay Chiang, who I have been flying with since I first started flight training in the fall of 2018. I could not have done this without any of you!

I was also able to fly in actual instrument conditions for the first time earlier this month, on a quick flight from Frederick to Martinsburg and back. There was a very thin broken layer of clouds around 3,000 feet MSL. We were above the cloud layer for most of the flight, but we did fly through it briefly after takeoff and on the approaches. It was great to finally be able to do what I've been training for! The Cessna 150 is turning out to be not bad as an IFR airplane, although we keep getting requests from Potomac Approach to keep our speed up or to climb faster.

The next step in my training is earning my commercial pilot certificate. I already have almost all of the required flight hours for commercial. I'm just beginning to learn the new maneuvers that are going to be on the commercial checkride, such as lazy eights, steep spirals, chandelles, accelerated stalls, and eights on pylons. They are definitely challenging, but they are also lots of fun!



**IFR flight to KMRB**



**Elizabeth with DPE Harry Kraemer**