

The Congressional Record

Newsletter of the Congressional Flying Club and Montgomery Senior Squadron, CAP

Vol. 25, No. 1

Gaithersburg, MD (KGAI)

January 2007

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President's message

With the new board and a new year we are poised to continue our steady progress of maintaining inexpensive flying and really great association of pilots and friends. Our acquisition of a Cessna 150 means that we will be able to add to our fleet a truly inexpensive aircraft. After much discussion with Lycoming and our own maintenance staff, it appears that putting an O-320 engine in the plane will give us performance slightly less than a C-172 with the fuel consumption very close to that of the original C-150 with an O-200 engine. The average of the estimates appears to be on the order of 5.5 to 6 GPH with about a 90-knot cruise. The big thing is that it will actually be able to get off the ground and to altitude at its full gross weight of 1,600 pounds. So, with the six GPH burn rate and the current cost of fuel we should be able to fly the plane for less than \$50 per hour.

Everyone is welcome to attend the Board meetings and chime in with his or her two cents worth. Please remember, though, that the Board usually has a number of items to cover. Everyone's opinions and concerns are important, so try to be brief. On a personal note, I will be going in the hospital on the 24th of this month for some additional work on my ankle and will not be around for a few weeks. **Dick Stroch** has agreed to lead our gaggle of geese while I'm away — there are rumors that I will be checked into a nursing home where folks can keep an eye on me. This is probably true as well as necessary.

❖ **BOB HAWKINS**

Board actions

2 JANUARY

[Details not available at press time; watch this space in the next issue.]

ADIZ frequencies

These are the usual from/to points for use with ADIZ flight plans. The frequencies given are for initial contact outside the ADIZ.

| | |
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| MAPEL | 126.10 Near Frederick VOR - could be 126.75 |
| ENSUE | 125.52 Near Westminster VOR - could be 126.75 |
| GOLDA | 124.55 Near Chestertown - could be 126.75 |
| ESN | 124.55 Near Easton Airport - could be 126.75 |
| WHINO | 119.30 Near St. Mary's Airport - could be 125.65 |
| BRV | 120.82 Brook VOR |
| CSN | 120.82 Casanova VOR |
| LDN | 120.45 Linden VOR |
| HOAGE | 120.45 Near Winchester Airport |

The above information obtained 1 March 2006.

❖ **BOB GAWLER**

Bill Beals flies heading 270

On 2 January we lost one of our long-time members, **Bill Beals**, at the age of 79. Bill was a mainstay of the club's maintenance effort, acting as crew chief and all-around go-to guy for technical know-how.

Chip Fleming provided the following link to Bill's obituary:

<http://www.legacy.com/Link.asp?l=LS000085804696X>

Chaplain's corner

[Not available at press time; watch this space in February.]

❖ **CHAPLAIN (LTC) EDCO BAILEY, D. MIN. B.C.C.**

Election results

The membership elected two new members to the Board of Directors (**Dick Stroch** and **Mike Regen**)

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and re-elected **John Peake**. I want to thank all the members of the Board (past and present) for their services and to assure everyone that we are collectively looking forward to an exciting year. There are many changes pending — most of which are not controversial; just needed! If you're interested, attend the next Board meeting. In any case we'll keep everyone informed via e-mail or rumor.

[*Editor's note: the positions of Vice-President, Secretary, and Treasurer are to be determined by the new Board.*]

As usual, the elections were low-key and conducted with a civility not seen in our public elections. I just had to throw that in!

❖ **BOB HAWKINS**

Aircraft rates

Following are the current aircraft rates (tach, wet).

| | |
|--------------------|------------------|
| N5135R (C-172) | \$69.00 |
| N739BA (C-172) | \$69.00 |
| N15624 (PA-28-235) | \$97.00 |
| N20300 (C-177) | \$80.00 |
| CAP | \$115.00 (Hobbs) |

Work hours

Stephen Bell takes care of handing out work assignments. You can contact him by phone or e-mail (stephen.bell@gsa.gov).

I (**Mike Regen**) take care of recording the hours that you work. You can e-mail your work hours to me (capflyer071@yahoo.com). When sending them to me, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help me organize the e-mails for future reference if there are any discrepancies.

Thanks to all of you for stepping up and helping keep our club strong.

❖ **MICHAEL REGEN**

Work hours monitor

January is the eighth month of the "work hours year," so by 31 January you should have 13.3 hours of credit.

Here are the work hours "waypoints" listed by quarter. If you have the indicated number of hours at the end of a quarter, you're on course.

| | | |
|-------|-------------|------|
| Qtr 1 | 31 August | 5.0 |
| Qtr 2 | 30 November | 10.0 |
| Qtr 3 | 28 February | 15.0 |
| Qtr 4 | 31 May | 20.0 |

If you're in doubt about your work hours, contact **Michael Regen**; if you're looking for jobs to do, contact **Steven Bell**.

Your flying account

Piotr Kulczakowicz and **Raj Uppoor** are the club flight-time accountants. Monthly flying account reports will now be generated by Piotr and/or Raj.

Reports are now being posted in the Files section of the AircraftClubs.com site. They will also be

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Meetings: Every Tuesday at 2000 at the CAP Trailer, Montgomery County Airport (KGAI), Gaithersburg, MD

Physical address: Box 4, 7940-I Airpark Dr. Gaithersburg, MD 20879

Flying Club Board of Directors

| | |
|------------------|--|
| President | Bob Hawkins |
| Vice-President | TBD |
| Secretary | TBD |
| Treasurer | TBD |
| Members at Large | Dan Golas, Dan Hayes, John Peake, Michael Regen, Dick Strock |

Flying Club Administration

| | |
|------------------------|--------------------------------|
| Scheduling | Dan Golas |
| Flying Accounts | Raj Uppoor, Piotr Kulczakowicz |
| Work Hours Program | Stephen Bell, Michael Regen |
| Mtnce Advisor | Bill Pechnik |
| Mtnce Coordinator | Bill Hughes |
| Safety Board President | John Peake |
| Public Relations | Mark Gladstone |

CAP Squadron Administration

| | |
|------------------|-------------|
| Commander | Bob Hawkins |
| Deputy Commander | Dave Burket |

Newsletter

| | |
|----------------------|---------------------------|
| Editors | Edco Bailey, Andy Smith |
| Production | Andy Smith, Sandy Gilmour |
| Mailing/Distribution | Chip Fleming, Dan Golas |

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available in a binder in the trailer about the 15th of each month for the prior month.

If you return to GAI after fuel has closed for the day and can't enter your fuel purchase in the aircraft logbook, e-mail Piotr at:

go62onair@hotmail.com

Also contact Piotr if you find discrepancies in your account.

Address for checks

Please note that the address to mail Congressional Flying Club checks is:

Congressional Flying Club
Box 4
7940-I Airpark Road
Gaithersburg, MD 20879

Checks can also be brought to the meetings, where **Bob Hawkins** and I will deposit them to the flying club account.

Thanks for your cooperation.

❖ **ZELICK (ALEX) WAGANHEIM**

Funny stuff

From **Dan Hayes**:

As a pilot only two bad things can happen to you, and one of them will:

- a. One day you will walk out to the aircraft knowing that it is your last flight.
- b. One day you will walk out to the aircraft not knowing that it is your last flight.

❖ **ANDY SMITH**

Reduced rates for proficiency flights

Several years ago the BoD instituted a plan to encourage proficiency flying with an instructor in club aircraft.

The goal is to get the latest developments and updates, review technique to identify bad habits or any other aspects of dual flight instruction. It also may be used to get 2 of the 3 hours of dual required for the FAA Wings program.

Each club qualified pilot is authorized 2 hours per year of proficiency flying in CFC aircraft at the "mission rate" of 80% of the current rate of the aircraft flown.

A (voluntary) list of pilots who participate in the proficiency flying will be posted on the bulletin board in the trailer.

This will give recognition to participating pilots, their instructors and hopefully encourage others to participate in the program.

[*Editor's note: To get the mission rate, simply note "Annual proficiency training" on the log sheet in the airplane.*]

❖ **DAN HAYES**

The night before ...

*A little late but still in the right season, is this poem, passed on by **Joe Stubblefield** from Pilot-ShareTheRide.com.*

'Twas the night before Christmas, and out on the ramp,
Not an airplane was stirring, not even a Champ.

The aircraft were fastened to tiedowns with care,
In hopes that come morning, they all would be there.

The fuel trucks were nestled, all snug in their spots,

With gusts from two-forty at 39 knots.

I slumped at the fuel desk, now finally caught up,
And settled down comfortably, resting my butt.
When the radio lit up with noise and with chatter,
I turned up the scanner to see what was the matter.

A voice clearly heard over static and snow,
Called for clearance to land at the airport below.
He barked his transmission so lively and quick,
I'd have sworn that the call sign he used was "St. Nick."

I ran to the panel to turn up the lights,
The better to welcome this magical flight.
He called his position, no room for denial,
"St. Nicholas One, turnin' left onto final."

And what to my wondering eyes should appear,
But a Rutan-built sleigh, with eight Rotax Reindeer!

With vectors to final, down the glideslope he came,
As he passed all the fixes, he called them by name:

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"Now Ringo! Now Tolga! Now Trini and Bacun!
On Comet! On Cupid!" What pills was he takin'?

While controllers were sittin', and scratchin' their head,
They phoned to my office, and I heard it with dread,
The message they left was both urgent and dour:
"When Santa pulls in, have him please call the tower."
He landed like silk, with the sled runners sparking,
Then I heard "Left at Charlie," and "Taxi to parking."

He slowed to a taxi, turned off of three-oh,
And stopped on the ramp with a "Ho, ho-ho-ho..."
He stepped out of the sleigh, but before he could talk,
I ran out to meet him with my best set of chocks.

His red helmet and goggles were covered with frost
And his beard was all blackened from Reindeer exhaust.
His breath smelled like peppermint, gone slightly stale,
And he puffed on a pipe, but he didn't inhale.
His cheeks were all rosy and jiggled like jelly,
His boots were as black as a cropduster's belly.
He was chubby and plump, in his suit of bright red,
And he asked me to "fill it, with hundred low-lead."

He came dashing in from the snow-covered pump,
I knew he was anxious for drainin' the sump.
I spoke not a word, but went straight to my work,
And I filled up the sleigh, but I spilled like a jerk.

He came out of the restroom, and sighed in relief,
Then he picked up a phone for a Flight Service brief.
And I thought as he silently scribed in his log,
These reindeer could land in an eighth-mile fog.

He completed his pre-flight, from the front to the rear,
Then he put on his headset, and I heard him yell,
"Clear!"
And laying a finger on his push-to-talk,
He called up the tower for clearance and squawk.

"Take taxiway Charlie, the southbound direction,
Turn right three-two-zero at pilot's discretion"
He sped down the runway, the best of the best,
"Your traffic's a Grumman, inbound from the west."

Then I heard him proclaim, as he climbed thru the night,
"Merry Christmas to all! I have traffic in sight."

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Editor's note

As we enter 2007, I find myself ground-bound by an unfortunate confluence of gremlins, mostly having to do with time and money. With any luck I'll be back in the air later this year. But every cloud has a silver lining: since I can't fly, we'll probably have lots of great weather. (I'm locked in "competition" with Pat Olivolo to see whom the weather gods hate more.)

As I told the Board in November, when I requested special membership status, I will continue to serve as the newsletter editor for as long as I remain a member and the Club desires me to continue.

Happy flying!

❖ ANDY SMITH

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President's message

Dick Strock has agreed to serve as Vice President and Deputy Squad Commander during my hospital stay and convalescence. All club or Squadron business should be directed to Dick. He will keep me informed, and I'm sure everything will flow smoothly.

The Board of Directors has raised our monthly dues to \$47. This is to cover an increase in our aircraft insurance and an increase in the county tax on all aircraft based at Gaithersburg. These two items alone increase our operating expenses about \$3,000 per year.

As a side note (and for comparison purposes) I understand that the next most inexpensive club (on the airport) also raised their dues to just over \$100 per month.

❖ BOB HAWKINS

Board actions

6 FEBRUARY

The Board of directors reviewed the following items:

Dick Strock was confirmed as Vice President of the Congressional Flying Club.

Several members failed to complete their 20 work hour requirements for the year ending 31 May 2006. Effective 1 February the accounts in ar-

rears will be charged for the shortfall in their accounts.

The existing Certificates of Deposit for the Club were renewed.

The Board authorized Bob Hawkins to investigate the possibility of installing a IO-360 (200 HP) vs. a O-360 (180 HP) engine in the Cardinal - which is due this spring.

Aircraft rates will remain the same although fuel costs have dropped below the \$4.00 for the first time in over two years.

The user fees imposed on our aircraft by the county revenue authority have been paid. These fees were significantly increased this year and are close to \$1,000 for the year. We have not paid the fee on the Cessna 150 because it is disassembled (our appeal may be denied).

The refurbishment of the Cessna 150 is going well. See the article elsewhere in the newsletter. Bob reported that he had found an O-320-E2A which can be used in the C-150. Further details will be made available later.

Resignations were received from Pat Manos and Malcolm Phillips.

Inactive status was approved for Alex Gertsen

Remembrance plaques for the prop will be ordered. ❖ Bob Hawkins

ADIZ frequencies

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The above information obtained 1 March 2006.

❖ **BOB GAWLER**

Chaplain's corner

[Editor's note: We present here, slightly delayed, Chaplain Edco's thoughts on the New Year and Bill Beals.]

Happy New Year! Life is a wonderful experience! We come to it with nothing but opportunity to grow, to learn, and to love in the world. As we take advantage of these opportunities we realize fulfillment. We develop hope in the profound mysteries of faith and eternal journeying. Reading the obituary of **William "Bill" Beals**, I find real joy. A few words tell a comprehensive story of a life well lived. It is the story of many who took advantage of the opportunity that life presents for growth, learning, faith development, service and rejoicing in the world. I have a picture of Bill, my wife and I standing beside N7604G in Cambridge, Maryland, on a Sunday morning, years ago where on a fly-in we dined on crab omelet. It was an unforgettable dining delight with a most joyful spirit and personage. Bill was ever a gentleman toward Cecilia and me. Ennobled, enlightened, enriched by so many wonderful endowments from his experience of life, Bill rejoiced and shared his joy. He lived a full life and wonderful faith in God. There was something very decent and lovable about him. I believe it was nothing less than the very presence of God within him. It is written in sacred scripture that those who love God will be blessed with the presence, fellowship, and power of God in their life. (John 14:23) There will indeed be something charismatic about the life of the dedicated believer. In our effort to characterize the quality of that life, we will use a range of words including such terms as sublime, peaceful, charming, charismatic, quiet radiance, decent, highly motivated, altruistic, generous, warmth and light, etc. Not knowing of the interior depth of spiritual wealth of the faithful one, we will often wonder about, play loosely with, and sometimes simply fail to appraise aright the character of such a person. Bill kept the smile, the bright positive outlook. He had

come to understand that life in faith in God is an eternal journey on which we should allow nothing to discourage us. There, on the other side of the veil now that separates time and eternity, I am confident that he continues in the joy of the Lord, -rejoicing in perpetual peace, health, radiance, and life. God bless you, Bill! Thanks for your faith, fellowship, and service; and thanks for the completion of the time-bound part of your journey. Fly high and unencumbered with the angels of God now! Happy New Eternity! Amen.

❖ **CHAPLAIN (LTC) EDKO BAILEY, D.MIN. B.C.C.**

Strip show in the hangar

We had terrific success with the 150 the weekend of 1 Feb. The bird is shiny and bright, her old paint gone. **Cary Secrest** had the hangar all spiffy and clean after a full day of work AND several trips to the recycling center. **Bill Hughes** arranged a tow of the 150 to the hangar.



The 150 "before"

On a Thursday evening I painted most of the fuselage with the soy based paint remover. **Phil Karls** borrowed a powerful Reddy heater which got our hangar up to 82° F!! My hubby brought over food and beer about 2230 and I retired to my sleeping bag by midnight with the "baby alarm" in place to alert me to any smoke or CO problems. It was an uneventful night — no alarms.

During the night, I heard the sleet tinkling on the car roof and windshield. When I awoke around 0730, the entire car was coated in ice. By 0800 **Phil Karls** was there to start scraping, and then **Cary** arrived to help. We scraped a few hours and then applied new stripper to the problem ar-

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eas, wrapped the plane in plastic, bought more kerosene and cranked up the heaters.

Eric Haertel did Friday night at the hangar. He had a much colder night, but the temp in the hangar stayed around 60 F.

Saturday afternoon I returned to the bird and found **Cary, Joe, Phil,** and **Bryan Absher** cleaning and scraping. The aluminum is shiny! Thank you all and **Bob Hawkins** for the phone relays and advice!



“After”

To see more pictures of the fun work session, try this website that son **Brenan** set up:

<<http://bronto.gotdns.org/web/cessna150>>

See you at the next meeting!

❖ **RUTH HORNSETH**

Fuel economy

In looking at the fuel burns of the Club aircraft, we have noticed that the Cessnas' fuel burns have been approximately as advertised in the POH. However, the Cherokee is running much higher than advertised by Piper. The last three months records show 16.3 GPH (tach time). Perhaps the plane has a carburetor defect or adjustment problem or the pilots are pushing the engine harder and/or not leaning the engine properly.

The first approach at this condition might be looking at the adjustments on the carburetor and the pilots being conservative in their power settings and using proper leaning techniques. The Piper POH lists the fuel burns at Best Economy as follows:

| | |
|-----|----------|
| 75% | 13 GPH |
| 70% | 12 GPH |
| 65% | 10.9 GPH |
| 60% | 10.2 GPH |
| 55% | 9.6 GPH |

I would rate this as a dream with respect to N15624, and I have found that 65% gives about 15 GPH (tach time).

Until this is resolved please use no more than 65% power, Best Economy, which is -50°F on the rich side of peak lean. Best Power is -125°F and will result in more burn. The BOD is trying to keep the aircraft rates as low as possible. The Cherokee is booked at a rate of 12 GPH and with 16 GPH being used at about \$4.00 per gallon, it causes problems. Please help in this situation.

All of the aircraft will be monitored for fuel usage so the BOD can set the proper rates.

❖ **JOHN PEAKE**

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Physical address: Box 4, 7940-I Airpark Dr. Gaithersburg, MD 20879

Flying Club Board of Directors

| | |
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| President | Bob Hawkins |
| Vice-President | Dick Strock |
| Secretary | TBD |
| Treasurer | TBD |
| Members at Large | Dan Golas, Dan Hayes, John Peake, Michael Regen, Dick Strock |

Flying Club Administration

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| Scheduling | Dan Golas |
| Flying Accounts | Raj Uppoor, Piotr Kulczakowicz |
| Work Hours Program | Stephen Bell, Michael Regen |
| Mtnc Advisor | Bill Pechnik |
| Mtnc Coordinator | Bill Hughes |
| Safety Board President | John Peake |
| Public Relations | Mark Gladstone |

CAP Squadron Administration

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| Commander | Bob Hawkins |
| Deputy Commander | Dave Burket |

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| Editors | Edco Bailey, Andy Smith |
| Production | Andy Smith, Sandy Gilmour |
| Mailing/Distribution | Chip Fleming, Dan Golas |

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| N15624 (PA-28-235) | \$97.00 |
| N20300 (C-177) | \$80.00 |
| CAP | \$115.00 (Hobbs) |

Upcoming scanner training

A reminder that there will be a Mission Scanner Class taught at the trailer on 20 February from 1800 to 1945. Prior to attending, please view the Scanner Slide Show from cap.gov.

❖ MICHAEL REGEN

Winter operations

During the cold weather months, please use some extra care when operating our airplanes.

When starting at temperatures above 30° F, no special procedures other than an extra shot of prime should be needed. Prior to starting at temps below 40° F, it is a good idea to turn the prop through a couple of revolutions by hand before starting. When doing this, ALWAYS VERIFY THAT THE IGNITION SWITCH IS OFF and still act as though the engine could start at any time.

At temperatures below 30° for carbureted engines, it is a good idea to turn the prop through a couple of revolutions by hand while a competent pilot is in the plane holding the brakes on and priming. Again, while this is done, VERIFY THAT THE IGNITION SWITCH IS OFF and still act as though the engine could start at any time. Preheating is optional at temperatures above 20° F; below that temperature, preheating is often necessary.

When removing snow from the planes, the best tool is the "Lovett Snow Chaser," which is kept in the hangar. It works well, and when used with care, its rubber edge protects the surfaces of the plane from damage. The key word here is "care." Be especially careful when clearing the snow around the various antennas, especially the long wire DF antenna that stretches from the top of the cabin to the top of the vertical stabilizer on some of our planes.

When operating the planes on the ground, be careful to avoid buildups of snow and ice that could damage landing gear and especially the prop if struck.

The overall mode of operation should be to make allowances for the extra time and effort that may be needed for engine starting and the extra care that may be needed in operating in the snow and ice environment.

When parking anytime the temperature is expected to be below freezing, the prop should be left with one blade pointing straight down. This will allow any water in the spinner whether from condensation or precipitation to drain and prevent a lump of ice from forming inside the spinner to create a destructive out of balance condition when the engine is started.

❖ BILL HUGHES

Work hours

Stephen Bell takes care of handing out work assignments. You can contact him by phone or e-mail (stephen.bell@gsa.gov).

I (**Mike Regen**) take care of recording the hours that you work. You can e-mail your work hours to me (capflyer071@yahoo.com). When sending them to me, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help me organize the e-mails for future reference if there are any discrepancies.

Thanks to all of you for stepping up and helping keep our club strong.

❖ MICHAEL REGEN

FAA on-line courses

Here is some useful info on what's available on-line from the FAA.

Navigating the DC ADIZ, TFRs, and Special Use Airspace

This course is intended to help pilots understand the requirements for operating in the DC ADIZ/FRZ, around TFRs, and near other types of special use airspace.

Flight Review Prep Guide

This course is a structured guide to reviewing Part 91 and the AIM in preparation for your next flight review.

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Lots of you have asked for the link to the "ADIZ" site. Those who have not already signed up on the FAA Safety site should do the following:

Log on to www.faasafety.gov.

If you have not registered with them do so at this point. It's your e-mail address and a password. Yes, you will be getting "safety" information from the FAA. Once you are registered and logged in there are a number of choices on the left side of the screen. One is MY COURSES. Click on this and the two above are part of the many. The Flight Review Prep Guide can be used as the ground portion for your next flight review. Have fun on some snowy or rainy days taking these courses.

❖ **BOB GAWLER**

Note to CFIs

Bob Gawler has the following to bring to the attention of CFIs (and students):

The "Citizenship Validation Rule" applies if you are going for any advanced rating.

The Security Awareness and recurrent training does apply to all CFI's.

See the following communication from AOPA:

TSA STEPS UP SECURITY CHECKS OF FLIGHT SCHOOLS, CFIs.

AOPA has received reports that the Transportation Security Administration (TSA) has stepped up security checks of flight schools and certificated flight instructors. The inspectors specifically are checking to see if the schools and CFIs have complied with the Alien Flight Training/Citizenship Validation Rule and the TSA's Security Awareness Training.

Remember, every flight school employee and independent instructor must complete recurrent security awareness training every 12 months after their initial security training. ❖

Report from MCAA

[*Editor's note: The following is reproduced verbatim from a communication received from Meredith Saini of the MCAA.*]

Your association has been off to a busy start in 2007, keeping pace with activities around the air-

port community and planning social and educational events for later this year.

Second Annual MCAA Spot Landing Contest

We're pleased to announce that the MCAA's Second Annual Spot Landing Contest will be held at GAI on Saturday, June 9 beginning at 10 a.m. It's still a few months away, so stay tuned for further details. Meanwhile, get up in the pattern and practice putting those mains down on the two thick white lines, you know, the "thousand foot markers." We know you can do it, even in a stiff crosswind! If it's been a while since you've focused on precision landings, now is a great time to call up a friendly flight instructor (like me) and go up for an hour to practice.

Landing with accuracy and consistency is not just a fun trick to show off to your friends, it's a sign of good, safe airman- (or airwoman-) ship.

FIRST ANNUAL MCAA GOLF TOURNAMENT

Our airport manager, **John Luke**, is helping us coordinate MCAA's first annual Golf Tournament, to be held Friday, May 18 at the Laytonsville Golf Course. As you may know, the Montgomery County Revenue Authority runs all of the county's golf courses, in addition to the airport. This will be a great opportunity to come out and show your support for MCAA and the volunteer work we do on behalf of all GAI airport users. Proceeds from the event will be used to help MCAA deliver an array of educational programs designed to serve your needs, and to promote the economic importance of the airport to all Montgomery County residents.

WEBB TRACT

The Montgomery County Council held a public hearing January 16, on two Zoning Text Amendments that could potentially affect operations at GAI. As many of you know, MCAA was a vocal opponent last year of ZTA 06-18, which would have allowed for the rezoning of a 133-acre industrial property located immediately adjacent to the airpark, otherwise known as the Webb Tract. The private owners of the property had announced their intentions to pursue construction of a planned retirement community, or PRC, on this land. MCAA lobbied individual members of the Council, homeowners in nearby Montgomery Village and other communities, airpark businesses and pilots, to oppose ZTA 06-18, which would have been the first step toward the PRC project.

The Congressional Record

Newsletter of the Congressional Flying Club and Montgomery Senior Squadron, CAP

Vol. 25, No. 2

Gaithersburg, MD (KGAI)

February 2007

The Council addressed two ZTAs, one of which (06-27) is the current incarnation of last year's 06-18. It deals with the specifications for constructing PRC's. I testified before the Council at the hearing, reinforcing our opposition to this amendment. "The association believes that any further residential development near the airpark will have significant negative consequences both for airport users and for those who choose to live in its immediate vicinity," I said. "Under ZTA 06-27 the Webb Tract could be eligible for PRC development. We have no doubt that residents would complain about airplane noise, as many departing aircraft would have no alternative but to fly directly over their living rooms. While we understand the desire to clarify PRC zoning requirements, we believe the primary reason this legislation is being brought forth now is because there is an interest in residential construction on the Webb Tract. As far as we are aware, there is no other parcel in the County under active consideration for a PRC. We believe that if there were a viable PRC development proposal and a suitable site in the County, the Council would then be able to consider and approve zoning text changes to permit such development. Until then, the County should defer any PRC zoning text changes."

My statement also addressed the second ZTA of interest, 06-26, which deals with changes to the county's master plan. "Our association supports the Planning Board's recent recommendation to reject ZTA 06-26," I said, referencing last week's Planning Board meeting. "As was noted, the Gaithersburg master plan specifically recommends against residential development on the Webb Tract. Thus, any attempt to rezone this property for residential development is contrary to the intent of the master plan."

Keith Miller, executive director of the Montgomery County Revenue Authority (MCRA), also testified on behalf of the airport. We greatly appreciate his continued support. As you may know, GAI is owned and operated by the MCRA.

Your association will continue to follow the Council and Planning Board's actions on these and other issues closely, and will keep you informed of our progress.

FIRST ANNUAL MCAA GOLF TOURNAMENT

Our airport manager, **John Luke**, is helping us coordinate MCAA's first annual Golf Tournament, to be held Friday, May 18 at the Laytonsville Golf Course. As you may know, the Montgomery

County Revenue Authority runs all of the county's golf courses, in addition to the airport. This will be a great opportunity to come out and show your support for MCAA and the volunteer work we do on behalf of all GAI airport users. Proceeds from the event will be used to help MCAA deliver an array of educational programs designed to serve your needs, and to promote the economic importance of the airport to all Montgomery County residents.

MEMBERSHIP RENEWAL

Last but not least, just a reminder to please send in your MCAA membership renewal, if you have not done so already. Your small \$20 contribution—the amount you'd probably spend on 100LL practicing precision landings in the traffic pattern for an hour—will go a long way toward helping MCAA ensure that your airport remains a friendly, safe and vibrant place to commit aviation now and into the future.

Thank you so much for your time, and we hope to see you around the airport this year!

Best wishes and blue skies,

❖ **MEREDITH SAINI**
Co-PRESIDENT MCAA
THE MCAA BOARD OF DIRECTORS
WWW.MCAA-MD.ORG

Work hours monitor

February is the ninth month of the "work hours year," so by 28 February you should have 15 hours of credit.

Here are the work hours "waypoints" listed by quarter. If you have the indicated number of hours at the end of a quarter, you're on course.

| | | |
|-------|-------------|------|
| Qtr 1 | 31 August | 5.0 |
| Qtr 2 | 30 November | 10.0 |
| Qtr 3 | 28 February | 15.0 |
| Qtr 4 | 31 May | 20.0 |

If you're in doubt about your work hours, contact **Michael Regen**; if you're looking for jobs to do, contact **Steven Bell**.

The Congressional Record

Newsletter of the Congressional Flying Club and Montgomery Senior Squadron, CAP

Vol. 25, No. 2

Gaithersburg, MD (KGAI)

February 2007

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants. Monthly flying account reports will now be generated by Piotr and/or Raj. Reports are now being posted in the Files section of the *AircraftClubs.com* site. They will also be available in a binder in the trailer about the 15th of each month for the prior month.

If you return to GAI after fuel has closed for the day and can't enter your fuel purchase in the aircraft logbook, e-mail Piotr at:

go62onair@hotmail.com

Also contact Piotr if you find discrepancies in your account.

Address for checks

Please note that the address to mail Congressional Flying Club checks is:

Congressional Flying Club
Box 4
7940-I Airpark Road
Gaithersburg, MD 20879

Checks can also be brought to the meetings, where **Bob Hawkins** and I will deposit them to the flying club account.

Thanks for your cooperation.

❖ **ZELICK (ALEX) WAGANHEIM**

Funny stuff

Weather forecasting made easy (with a nod to **Joe Bftspk**):

If you can fly this weekend, the weather will stink until just too late Sunday to do you any good.

If you can't fly this weekend, the weather will be clear and a million, with 5 knot winds.

❖ **ANDY SMITH**

Sky Bryce rescheduled

The Sky Bryce Brunch bunch is leaving 0900 on 25 Feb to go down to watch the skiers while we fill our plates with great buffet stuff. You can watch or go ski, your option. Let me know if you are planning to come so we can get the planes balanced out and make breakfast reservations. We had about 16 ready to go last time but the weather had other plans for us.

Right now, have about 6 folks already re-committed to going. Speaking of needing to be committed, two are going in a helicopter.

❖ **JOE STUBBLEFIELD**
JOESTUBBLEFIELD@HOTMAIL.COM
240 277-1705

REDUCED RATES FOR PROFICIENCY FLIGHTS

Several years ago the BoD instituted a plan to encourage proficiency flying with an instructor in club aircraft.

The goal is to get the latest developments and updates, review technique to identify bad habits or any other aspects of dual flight instruction. It also may be used to get 2 of the 3 hours of dual required for the FAA Wings program.

Each club qualified pilot is authorized 2 hours per year of proficiency flying in CFC aircraft at the "mission rate" of 80% of the current rate of the aircraft flown.

A (voluntary) list of pilots who participate in the proficiency flying will be posted on the bulletin board in the trailer.

This will give recognition to participating pilots, their instructors and hopefully encourage others to participate in the program.

[*Editor's note: To get the mission rate, simply note "Annual proficiency training" on the log sheet in the airplane.*]

❖ **DAN HAYES**

Appeal for newsletter items

As a former journalist, I know 'everyone has a story.' And as a pilot, I know pilots have the best stories. As the chaplain might say, don't hide your landing light under a bushel. I am sure the Members would love to hear stories about flying experiences, trips, and tips. I know from seeing emails we have some good writers out there. Ruth's piece in this issue is an example. For those who are shy or don't think writing is their forte, just put down something and I will take a crack at it and send back to you for approval. PHOTOS ARE WELCOME. Please send to me and Andy at cfc_record@yahoo.com

❖ **Sandy Gilmour**

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Gaithersburg, MD (KGAI)

April 2007

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President's message

This month there are a couple of really interesting activities that I want to share with you.

First off, we sold the Cessna 150 that we were given a few months ago. The airplane was a gift to help us with our efforts to support the youngsters learning how to fly. The decision to sell the plane was made once we realized the cost of refurbishing the C150. At the same time we were offered a pristine Cessna 152. The plane is in excellent condition and the price is right -- \$15,000. So with the money we got from the sale of the 150 (\$5,000) plus a grant from the Trams fund (\$5,000) this was an easy decision. We should have the plane on-line by the beginning of May. We will keep everyone posted via e-mail and at the weekly meetings as to the status of the plane.

I think it is time we take a look at how we have been handling our celebrations. Over the years we have had a lot of fun teasing the new ticket holder about having to buy everyone beer and pizza. Originally, we did this; but when we got to the party we did not collect any money from the new ticket holder. Somehow this has morphed into a situation where the poor guy that just spent all this money on a bright new instrument ticket now has to fork out even more money for the guys congratulating him. I don't know how or when we changed the rules, but I'd like to suggest that while we continue to tease the new

ticket holder we don't let him or her actually pay for the beer and pizza.

The GPS and the autopilot in the Cardinal are being repaired. We hope to have these units back in the plane shortly.

Some careful checking on the fuel burn in the Cherokee shows that it is at about 14 GPH, if you lean the engine. Leaning is accomplished by slowly pulling the mixture back and keeping an eye on the Exhaust Gas Temperature (EGT) gauge while doing so. The EGT will reach a peak or limit and then begin to fall. At this point increase the amount of fuel such that the EGT shows the maximum temperature and again begins to drop as the fuel flow is increased. Each tick mark on the EGT is 25°, so continue to increase the fuel flow until the EGT reading is 70°–100° rich of the peak or maximum EGT reading — that is, the temperature is less than the maximum EGT reading. It is important that leaning is accomplished prior to the taxi portion of the flight. If you don't lean on the way to the runup area, the plugs will get fouled in just the couple of minutes it takes to taxi out, and you won't be able to get a clean pre-flight run-up. It is perfectly acceptable to leave the engine lean during the runup and to take off with the engine lean. You do not have to take off with the mixture set to full rich. If it makes you more comfortable to have the mixture set on the rich side, go ahead and enrichen the mixture prior to take-off. Follow the same procedure in flight.

Finally, it is not necessary to set the mixture at full rich prior to landing. You can increase the mixture during your descent; remember, though, that the engine is not under a load so you do not need to increase the fuel flow to full rich — a small increase is all it takes. It follows that once you are on the ground, keep the mixture leaned. This makes it easier for the next pilot to start the plane and to not have to deal with fouled plugs.

We are looking into putting some kind of sign on the fence next to the aircraft parking area, to advertise our club and, we hope, get some new members. We are also investigating establishing a web site for the club to help with the distribution of information. If you have any ideas on how to improve our image please contact me or one of the Board members with your ideas.

❖ **BOB HAWKINS**

The Congressional Record

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Board actions

3 APRIL

Report not available at press time.

ADIZ frequencies

These are the usual from/to points for use with ADIZ flight plans. The frequencies given are for initial contact outside the ADIZ.

| | |
|-------|--|
| MAPEL | 126.10 Near Frederick VOR - could be 126.75 |
| ENSUE | 125.52 Near Westminster VOR - could be 126.75 |
| GOLDA | 124.55 Near Chestertown - could be 126.75 |
| ESN | 124.55 Near Easton Airport - could be 126.75 |
| WHINO | 119.30 Near St. Mary's Airport - could be 125.65 |
| BRV | 120.82 Brook VOR |
| CSN | 120.82 Casanova VOR |
| LDN | 120.45 Linden VOR |
| HOAGE | 120.45 Near Winchester Airport |

The above information obtained 1 March 2006.

❖ **BOB GAWLER**

Chaplain's corner

"By faith we understand some things that otherwise don't make sense!"

The season warms. The flying is good. Here is hoping that we do it as we know we should. It is a wonderful feat to set forth on feet and take to wings, on the wind, in the great expanse of the sky! Soon the feeling comes — and it is good that we now see with eye that not often sees earth from above, and is always amazed.

God is above, and within, and all around us. But for flying we imagine that we see with the eye of God, all the world below. With the eye of wonder, the eye within, we utter a prayer, "Wow, awesome is thy world, O God!" as we fly on. And the spirit around us offers a blessing. For God would indeed bless us in High Priestly fashion as it is written:

"The Lord bless you and keep you. The Lord make his face to shine upon you and give you peace. They Lord lift up his countenance upon you and be gracious unto you!" (Numbers 6:22)

This is a blessing we welcome as we fly high looking within, around, and below. It is a blessing we welcome as we walk upon the face of the earth. May God bless us and give us a good life on earth with family and friends, co-workers and acquaintances, and bring us well and cheerful to that good day when days for us are done.

Blessed **David Weiss**, for a year of days we have flown without seeing you, but feeling that you fly well with us just beyond the thin veil that separates time and Eternity. Yes, we remember! Amen.

❖ **CHAPLAIN (LTC) EDCO BAILEY, D. MIN.**
B.C.C.

This newsletter is published monthly by the Congressional Flying Club, Inc., and Montgomery Senior Squadron #18073, CAP. Unsigned articles represent the opinion of the editors, who are solely responsible for their content.

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*Meetings: Every Tuesday at 2000 at the CAP Trailer, Montgomery County Airport (KGAI), Gaithersburg, MD
Physical address: Box 4, 7940-I Airpark Dr. Gaithersburg, MD 20879*

Flying Club Board of Directors

| | |
|------------------|--|
| President | Bob Hawkins |
| Vice-President | Dick Strock |
| Secretary | TBD |
| Treasurer | TBD |
| Members at Large | Dan Golas, Dan Hayes, John Peake, Michael Regen, Dick Strock |

Flying Club Administration

| | |
|------------------------|--------------------------------|
| Scheduling | Dan Golas |
| Flying Accounts | Raj Uppoor, Piotr Kulczakowicz |
| Work Hours Program | Stephen Bell, Michael Regen |
| Mtnc Advisor | Bill Pechnik |
| Mtnc Coordinator | Bill Hughes |
| Safety Board President | John Peake |
| Public Relations | Mark Gladstone |

CAP Squadron Administration

| | |
|------------------|-------------|
| Commander | Bob Hawkins |
| Deputy Commander | Dave Burket |

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| Editors | Edco Bailey, Andy Smith |
| Production | Andy Smith, Sandy Gilmour |
| Mailing/Distribution | Chip Fleming, Dan Golas |

The Congressional Record

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IFR Adventures of the Hagerstown 3

[Editor's note: **Dick Strock** received his instrument ticket on 9 March. On 24 March, a couple of weeks later, Dick saw an opportunity to get his wings wet, and cranked up 739BA, joined by **Gashaw Mengistu** and **Adam Donaldson**.]

After getting my instrument rating a couple of weeks ago I was looking forward to going out in some mild IMC to polish my skills. So **Adam**, **Gashaw**, and I embarked on Saturday. The area TAFs were calling for some moderate ceilings and visibilities, so the three of us each planned to fly a leg and shoot one or two approaches. I, in particular, just wanted some time in the clouds and a single approach, so I chose to go to AOO and shoot the ILS, which I had done early in my training.

Well, not only did I get my ticket "wet," I got it drenched! Take a look at my track at this link:

<http://flightaware.com/live/flight/N739BA/history/20070324/1526Z/KGAI/KAOO>

We entered the soup at about 900 MSL at GAI, and except for maybe 5 minutes total enroute, when we were between layers, we were in it the whole way. As Cleveland Center was vectoring me to final at AOO, a Colgan Air flight was behind me. Center asked me to maintain maximum speed on the approach, which I did until about a third of the way down the glide slope. At that point I exercised by PIC authority and announced, "I'm slowing this plane down!" I held the doughnut pretty good, and we broke out 100 feet above DA, with the runway just off our right. A gentle bank and a few seconds later we kissed the runway in a light rain.

By the time the Colgan Air landed, we had secured the plane, ordered fuel and were walking to the restaurant. Poor guys! Center must have had to vector them to Buffalo by the time we got down!

We had a nice lunch at AOO, but the weather continued to deteriorate after that. It drove home that axiom: "The weather will usually be worse than forecast."

Next month: the thrilling conclusion!

❖ **DICK STROCK**

Aircraft rates

Following are the current aircraft rates (tach, wet), as of 1 April 2007.

| | |
|--------------------|----------------------|
| N5135R (C-172) | \$71.00 |
| N739BA (C-172) | \$73.00 |
| N15624 (PA-28-235) | \$106.00 |
| N20300 (C-177) | \$82.00 |
| CAP | \$52.00 (Hobbs, dry) |

Waypoints

Recent accomplishments of CFC members:

Greg Brown - Private Pilot Certificate

Adam Donaldson - Commercial Rating

Dick Strock - Instrument Rating

❖ **DICK STROCK**

Assistant crew chief needed

The Cardinal needs an assistant crew chief.

Danny Boyle does a GREAT job, but he can't do it all. As with all the other planes the crew chief needs an assistant.

So, if you fly the Cardinal, or if you are interested in learning more about airplanes, here is a great opportunity to get work hours, help your club and fellow cub members, and to be mentored by someone who has a fantastic knowledge base.

Drop Danny or me a line if you're interested.

❖ **BOB HAWKINS**

Work hours

Stephen Bell takes care of handing out work assignments. You can contact him by phone or e-mail (stephen.bell@gsa.gov).

I (**Mike Regen**) take care of recording the hours that you work. You can e-mail your work hours to me (capflyer071@yahoo.com). When sending them to me, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help me organize the e-mails for future reference if there are any discrepancies.

Thanks to all of you for stepping up and helping keep our club strong.

❖ **MICHAEL REGEN**

The Congressional Record

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Gaithersburg, MD (KGAI)

April 2007

MCAA news

Hello CFC Members! Happy spring to you!

I'm writing to cordially invite you all to participate in the Montgomery County Airport Association (MCAA)'s first (and hopefully annual) golf tournament, scheduled for Friday, 18 May 2007, at the Laytonville Golf Course with a shotgun start at 11:30 a.m. The entrance fee is \$100 per person, which includes free range balls and golf cart.

Proceeds will go to support MCAA's ongoing educational activities at the airport. Our goal was to increase our outreach efforts this year and this money will help us achieve that goal. We plan on donating \$500 of the proceeds from the tournament to provide a flight training scholarship to a local young person.

Please come out with your friends and join us for a day of fun on the golf course! Laytonville is one of the Montgomery County public courses, which are run by the Montgomery County Revenue Authority (MCRA), which also owns and operates GAI. We'd like to extend a special thanks to airport manager **John Luke** for helping us organize this event.

To make the play a bit more exciting, there will be nominal cash prizes for good performance. Everyone will be offered complimentary soft drinks, hamburgers and hot dogs. Beer carts will be roaming the course (cash bar).

We need about 8–10 volunteers to help us collect entrance fees, staff the putting green, and generally keep things running smoothly. If you'd like to volunteer (and not play golf) please contact me.

The registration deadline for golfers is 1 May, so please get your forms in early! Forms and flyers are available at the airport, or go to <http://www.mcaa-md.org/content/SpringGolfTournament.pdf> to download them.

Hope to see you there!

And don't forget... the second annual MCAA Spot Landing Contest is scheduled for Saturday, 9 June. So get out there and start practicing those approaches — and remember, points will be deducted for "dragging it in" or other sloppy displays of airwoman-ship. I'll be hosting a safety seminar prior to the start of the contest, with an emphasis on proper and safe go-around proce-

dures. Attendance at the safety seminar will be required for all participants. If any CFIs are interested in being a judge at the contest, let me know.

Happy Flying,

❖ **MEREDITH SAINI**

...and the rest of your MCAA Board of Directors

Credit card blues

I'm sure that many of us have the AOPA credit cards through what used to be MBNA and is now Bank of America, in order to get the AOPA rebates (which no longer exist).

Here is a heads up for those of you that fit this mold. I was shocked the other day when I opened my AOPA World Points credit card statement to find that without telling me they had raised the interest rate from 9.9% to 15.9%. I called them and apparently there was some sort of letter that went out to everyone about declining a new policy. I do not remember ever getting that letter. They are now unwilling to reduce the rate back down.

I called AOPA to complain about this treatment and the woman was very knowledgeable about this subject because so many members like me have called to lodge complaints about this issue.

The reason for my telling all of you this is to offer the following advice: First, check your mail and be sure to decline whatever policy they want to change. Second, check your statements to see if you are like me and had no idea about this.

Third, if this happens to you or if you're just so inclined, call and lodge a complaint with AOPA.

Sorry to share my horror story but just want to be sure you guys have a heads up on this.

❖ **MIKE REGEN**

FAA on-line courses

Here is some useful info on what's available on-line from the FAA.

Navigating the DC ADIZ, TFRs, and Special Use Airspace

This course is intended to help pilots understand the requirements for operating in the DC ADIZ/FRZ, around TFRs, and near other types of special use airspace.

Flight Review Prep Guide

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Gaithersburg, MD (KGAI)

April 2007

This course is a structured guide to reviewing Part 91 and the AIM in preparation for your next flight review.

Lots of you have asked for the link to the "ADIZ" site. Those who have not already signed up on the FAA Safety site should do the following:

Log on to www.faasafety.gov.

If you have not registered with them do so at this point. It's your e-mail address and a password. Yes, you will be getting "safety" information from the FAA. Once you are registered and logged in there are a number of choices on the left side of the screen. One is MY COURSES. Click on this and the two above are part of the many. The Flight Review Prep Guide can be used as the ground portion for your next flight review. Have fun on some snow/rainy days taking these courses.

❖ **BOB GAWLER**

Work hours monitor

April is the eleventh month of the "work hours year," so by 30 April you should have 18.3 hours of credit.

Here are the work hours "waypoints" listed by quarter. If you have the indicated number of hours at the end of a quarter, you're on course.

| | | |
|-------|-------------|------|
| Qtr 1 | 31 August | 5.0 |
| Qtr 2 | 30 November | 10.0 |
| Qtr 3 | 28 February | 15.0 |
| Qtr 4 | 31 May | 20.0 |

If you're in doubt about your work hours, contact **Michael Regen**; if you're looking for jobs to do, contact **Steven Bell**.

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants. Monthly flying account reports will now be generated by Piotr and/or Raj.

Reports are now being posted in the Files section of the *AircraftClubs.com* site. They will also be available in a binder in the trailer about the 15th of each month for the prior month.

If you return to GAI after fuel has closed for the day and can't enter your fuel purchase in the aircraft logbook, e-mail Piotr at:

<mailto:go62onair@hotmail.com>

Also contact Piotr if you find discrepancies in your account.

Fuel price at GAI

(Gulp!) It's now \$4.50 per gallon (as of 3 April). Thanks to **Adam Donaldson** for the report. Looks like that \$100 hamburger is more like a \$120 hamburger now.

Address for checks

Please note that the address to mail Congressional Flying Club checks is:

Congressional Flying Club
Box 4
7940-I Airpark Road
Gaithersburg, MD 20879

Checks can also be brought to the meetings, where **Bob Hawkins** and I will deposit them to the flying club account.

Thanks for your cooperation.

❖ **ZELICK (ALEX) WAGANHEIM**

Funny stuff

Q: What is the main exception to the axiom cited in **Dick Strock's** article on getting his new instrument ticket wet?

A: That's easy. The exception to "the weather will usually be worse than forecast" is when the forecast is really bad and you cancel a flight.

❖ **ANDY SMITH**

April fly-in

Saturday 28 April we are headed to something a little different, 3,000 feet of grass — a chili fiesta at MD1, Massey Aerodrome in Massey, MD.

Go to <http://www.masseyaero.org/events.html> for information. If wind allows, land on 02 and park up near the hangars and stuff. Lift off at 1000, back by 1500 or so.

Bring chili or some side dish. We just have three planes slotted for this, but maybe Charlie can bring the Tiger and maybe we can get a Stinson driver to show up. Should be about a hundred planes there, some real old timers too. There was a DC 3 parked there when I flew over on 31 March

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Gaithersburg, MD (KGAI)

April 2007

Airnav has some good VOR vectors to get you there if needed. Email me if you would like to go.

❖ **JOE STUBBLEFIELD**
JOESTUBBLEFIELD@HOTMAIL.COM
240 277-1705

Reduced rates for proficiency flights

Several years ago the BoD instituted a plan to encourage proficiency flying with an instructor in club aircraft.

The goal is to get the latest developments and updates, review technique to identify bad habits or any other aspects of dual flight instruction. It also may be used to get 2 of the 3 hours of dual required for the FAA Wings program.

Each club qualified pilot is authorized 2 hours per year of proficiency flying in CFC aircraft at the "mission rate" of 80% of the current rate of the aircraft flown.

A (voluntary) list of pilots who participate in the proficiency flying will be posted on the bulletin board in the trailer.

This will give recognition to participating pilots, their instructors and hopefully encourage others to participate in the program.

[*Editor's note: To get the mission rate, simply note "Annual proficiency training" on the log sheet in the airplane.*]

❖ **DAN HAYES**

Just think –

If you had written an article for the Newsletter, you would have earned work hours, and you wouldn't be looking at this annoying text box!

Send e-mail submissions (plain text only, please) to the Newsletter Editor mailbox on Yahoo mail: cfc_record@yahoo.com.

Pictures are also welcome in sparing quantities.

The Congressional Record

Newsletter of the Congressional Flying Club and Montgomery Senior Squadron, CAP

Vol. 25, No. 5

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May 2007

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President's message

Please see and read carefully the articles by **Dick Stroock** on 739BA and the article on fuel costs by **John Peake**. Both of these articles are interesting and affect our overall operation and your costs to fly.

The Cessna 152 situation remains unresolved. If the ownership problems are not resolved in the next few weeks we will begin looking for another 152. We will begin the engine replacement on the Cardinal toward the end of the month. The replacement engine was ordered about two weeks ago. In order to minimize the impact of the engine replacement and the annual on 15624 on our overall operation we hope to get the annual done on 624 before starting the annual/engine replacement on the Cardinal. While this is a month early (the annual on 624), our long term experience is that engine replacements generally take longer than expected, and that combined with the annual could keep the plane grounded for a few weeks. If we run into the month of June with the annual on the Cardinal, then 624 would probably also be affected. So with a little bit of extra effort we can avoid having two planes down at the same time. The goal here is to have everything flying for the Oshkosh trip.

With the end of May we also end the work hour accounting year. You have the rest of this month to contribute — or finish contributing your 20 hours of work. This system has benefited us by keeping the costs down. Of late, folks have

had more important things to do. This can get expensive, especially at \$40 per hour. There will be planes in the hangar for the entire month that need help — *your* help. And, as we did last year, there will be no “extension” of time to get in your 20 hours. So, make plans now to lend a hand.

As I noted previously we are expecting to purchase a Cessna 152 to provide us with some inexpensive flying and to help with our efforts to teach youngsters how to fly. While this is a noble project, it requires some ready cash, as does the replacement engine on the Cardinal. You can help by fattening up your flying club account. Put in a couple of hundred dollars (or more) so that our on-hand cash situation is in good shape. While we have the reserves to do the engine overhaul, we would rather take that money from our on-hand cash than cash in a Certificate of Deposit. To help us with the 152, I have managed to get a grant from the Air Force Association for \$2,000 in support of this effort. I'm actively working on getting other grants to further help us with this.

The weather is nice, the planes work, go fly!

❖ **BOB HAWKINS**

Membership renewals

As you all know your CFC membership will expire at the end of this month and a new renewal application must be submitted if you want to keep flying after 31 May. Please use the newest application/renewal form, which is on the AircraftClubs.com web site in the Files section. The new application includes a space to enter your C-150/C-152 time. There are two versions: (1) a Word document file which may be filled in on your computer before printing out, and (2) a PDF file you may print out first and then fill in by hand.

And as usual, here are a few comments about filling in the application that for some reason seem to stump at least a few people every year:

1. ASEL means Airplane Single Engine Land. Most people who have at least a private pilot certificate should be checking this box.
2. Constant speed prop hours means hours in an airplane with a variable pitch propeller, not a C-172. All propellers are constant speed when they're not turning.

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3. Make a feeble attempt at looking at your log-book before entering the different categories of your flying hours. It's usually a tip off that they are estimates when the number of hours on the form are less than the year before. If you want the hours from your last application let me know.

4. Don't forget to answer questions A, B, and C for insurance purposes, and sign the form in the space provided. If you answer 'yes' to question C because of a speeding ticket the insurance company wants you to include your driver's license number.

The renewal form is only required for active flying club members and designated CFI's. Anyone having a special status membership or is an emeritus member doesn't need to submit a form unless their address or other information has changed.

❖ DAN GOLAS

Board actions

1 MAY

Report not available at press time (but see the article below).

ADIZ frequencies

These are the usual from/to points for use with ADIZ flight plans. The frequencies given are for initial contact outside the ADIZ.

| | |
|-------|--|
| MAPEL | 126.10 Near Frederick VOR - could be 126.75 |
| ENSUE | 125.52 Near Westminster VOR - could be 126.75 |
| GOLDA | 124.55 Near Chestertown - could be 126.75 |
| ESN | 124.55 Near Easton Airport - could be 126.75 |
| WHINO | 119.30 Near St. Mary's Airport - could be 125.65 |
| BRV | 120.82 Brook VOR |
| CSN | 120.82 Casanova VOR |
| LDN | 120.45 Linden VOR |
| HOAGE | 120.45 Near Winchester Airport |

The above information obtained 1 March 2006.

❖ BOB GAWLER

Fuel costs

The CFC BOD met on 1 May, and one topic was the current charge for fuel at KGAI. Recently the BOD raised the aircraft rates because fuel went from \$4.10/gal to \$4.50/gal. KGAI is now at \$4.75/gal. As a result of that meeting the BOD requests that members refuel wherever they can if the fuel is at or below \$4.50/gal. (Anything above \$4.75/gal doesn't help at this time). This is being done to keep from raising the rates again. If the Club can keep the AVERAGE fuel cost below \$4.50/gal this can work.

If a pilot flies around or back to KGAI and only burns an hour or less, then don't refuel. There are several airports in the area where the fuel cost meets our needs. If you land at one of them please consider refueling there. If a departing pilot from KGAI feels they need more fuel, then add fuel. A pilot returning from a long

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Meetings: Every Tuesday at 2000 at the CAP Trailer, Montgomery County Airport (KGAI), Gaithersburg, MD

Physical address: Box 4, 7940-I Airpark Dr. Gaithersburg, MD 20879

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cross-country should use good judgment as to how much fuel to leave in the aircraft.

The Cardinal is already an aircraft that we want left at 43-44 gallons (instead of filling to 60 gallons) for reasons of cabin load capacity. The Cherokee tip tanks are currently being kept low on fuel for load carrying reasons. They could be filled, loading permitting, and used to get the plane home on fuel costing less than \$4.50/gal.

The BOD requests that members please give this a try. The average fuel cost will be tracked on a monthly basis. Members, please mark the log sheets with the location and cost per gallon along with the total cost.

❖ JOHN PEAKE

Rate increase

In mid-April the Board of directors reviewed the current operating costs in light of the fuel increase to \$4.50 per gallon. Based on this increase we have to increase rates by \$4 per hour for all our planes, effective 1 April.

If you will recall, we lowered rates a couple of months ago when fuel prices dropped. With any luck, fuel costs will come back down and we can adjust our rates back down.

Within the next couple of weeks we should have our new Cessna 152 on line. The anticipated charge back will be \$50/hr wet on the tach.

❖ BOB HAWKINS

New FSS phone numbers

On 7 May, the planned consolidation of the flight service system under Lockheed Martin took place and briefers are in new digs. One of the three hubs is located near Dulles Airport. If you call **1-800-WX-BRIEF** you now get voice options that ask you, among other things, your departing state. However, if you are dealing with an ADIZ clearance, the message tells pilots to call **866-225-7410** for a briefing and an ADIZ clearance. (Formerly direct line to Leesburg FSS). TIBS transcribed weather is **877-484-2799** and "Clearance Delivery" is **888-766-8267**.

Chaplain's corner

NO GOOD DEED SHALL GO UN-REWARDED!

How we tried to do a restoration of the 150! We worked much, well, and hard. Recall the New

Hampshire disassemble, flat bed truck transfer, video, paint removable, babying through the night, re-assembly, and then — sale, gone, bye-bye birdie! What a wonderful learning experience! But wait, another and better little plane is in the air of our expectations! A truth is in the story. When we put faith to action, work for, and expect good things, the wheels of reward begin to turn. When we bless ourselves and one another, we begin to heal, and recover from our deficits. Let us think good thoughts, speak good words, and do good deeds for ourselves and one another, and all together, and see what a wonderful world of good new possibilities open for us and among us and around us! About the possibilities that faith provides, it is written in sacred scripture that if we have just a little faith, we can accomplish great feats. Our life in the Club and Squadron gives us place where we can exercise faith and live by it. Thanks for our life together! Amen.

❖ CHAPLAIN (LTC) EDCO BAILEY, D. MIN.
B.C.C.

Further IFR adventures of the Hagerstown 3

Last month Dick left you in suspense concerning his flight into Altoona and an ILS approach that took him in front of a Cogan flight with a "maximum forward speed" request from approach to about 100 feet above ILS minimums.

After a nice instrument approach and landing by Dick, and a nice lunch, was going to fly the next leg. My leg was going to take us to from Altoona to Hagerstown for two approaches — the VOR-09 followed by a missed and then an ILS approach for landing. We would then switch seats with the next pilot, Adam Donaldson.

The weather at this point started deteriorating and we were sitting there and hoping it wouldn't go below the ILS minimums, at which point we would be stranded. But by the time we were ready to take off, the weather was good enough for departure and above ILS minimums.

We got out of the restaurant went to the Flight Service Station just one day before they closed for good. Dick was fueling the airplane while I was getting a briefing with Adam, who was pretending to be listening to the briefing but was really eavesdropping on a conversation about an

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airplane that ran out of VFR weather and crashed in a valley not too far from there. Apparently they managed to call 911 and got some help. We got briefed, filed our flight plan, loaded up and departed. I buried my head and planted my eyes firmly on the instruments right after takeoff. Shortly we were in the soup, climbing, and headed for the HGR VOR.

Soon after contacting Potomac approach, we were told we can't get the ILS approach because P-40 was expanded. That really didn't make sense to me because we were under a positive control of ATC but later figured it might have been because we put "practice" in the remarks section. So that left us with VOR-09 and make the best of it.

The wind was blowing at about 30–40 knots out of the west, and the approach has a dogleg turn in it. The outbound flight was very slow and the inbound flight was very fast over the ground, and that made for a less-than stellar performance on my approach. We broke out in time to see the airport and went for a landing that I wouldn't write home about.

But we were on the ground. We went into the pilot briefing room to call KGAI to see what the weather was like, and therein lay the conclusion to this adventure. Next month, we will get the third and final installment of the now famous "Hagerstown Three" adventure, which really ended up being the "Hagerstown Four"!

[*Editor's note: Be sure to read next month's issue for the third installment in this two-part series!*]

❖ **GASHAW MENGISTU**

[With an assist from **Adam Donaldson** and **Dick Stroock**]

Report from MCAA

[*Following is the text of an e-mail received a few days ago from MCAA regarding the ADIZ and NPRM situation.*]

We are writing to you today with important news of imminent changes to the Washington, D.C. ADIZ that could severely hinder operations at Montgomery County Airpark. If you care at all about the future of your airport, read this message.

The MCAA board of directors, in conjunction with Montgomery County Revenue Authority

(MCRA) director Keith Miller and airport manager John Luke, met with several representatives of the Aircraft Owners and Pilots Association (AOPA) at GAI to discuss rumored changes to the ADIZ which surfaced at a recent public tour of the Potomac TRACON, known as "Operation Raincheck." Several air traffic controllers who conducted the April 7 tour revealed, with the permission of the FAA, that the ADIZ would shrink to a 30-nm ring around the DCA VORTAC by as early as June and would include cut-out VFR corridors for Leesburg and Manassas airports in Virginia, but not for Gaithersburg. Furthermore, they suggested that operations into and out of GAI would be subject to some form of Class B or IFR-like "positive control" that was yet to be defined.

This, of course, spurred MCAA into action immediately, because such a requirement would swiftly choke our airport to death. Imagine what it would be like if every single aircraft departing GAI needed to wait for an ATC clearance, not just a code and a frequency. Given current ATC staffing levels, delays would be extensive and, for many, intolerable. MCAA recognized this possibility and over the last three weeks has been working to get some answers, primarily to the question: What do the powers that be mean by positive control? How does the FAA intend to implement this plan?

"Positive control" is defined in FAR 1.1 as "control of all air traffic, within designated airspace, by air traffic control" and in the AIM as "the separation of all air traffic within designated airspace by air traffic control." One might argue that the ADIZ already provides some degree of positive control since all aircraft entering and exiting the ADIZ must squawk a unique transponder code and communicate with ATC.

But the notion of departure and arrival clearances goes far beyond this definition. Those of us who regularly fly into and out of the ADIZ have learned that when a controller says "transponder observed" or "beacon code observed" along with the aircraft's full registration number, he or she is acknowledging that the requirements of the ADIZ MPTA, have been met.

However, you will not find these phrases defined in the FAR/AIM because they are the practical result of controllers being asked to play security guards. The use of these phrases has evolved into standard operating procedure because con-

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trollers grew weary of explaining to pilots that they should not expect, nor will they be granted, a "clearance" into the ADIZ.

The Pilot/Controller Glossary defines an air traffic clearance as "an authorization by air traffic control for the purpose of preventing collision between known aircraft, for an aircraft to proceed under specified traffic conditions within controlled airspace." A controller cannot use the phrase "radar contact" to acknowledge an aircraft's presence in the ADIZ unless the controller will be providing radar flight following and/or separation services, which they have repeatedly stressed that they do not have the capacity to do for VFR ADIZ traffic. (To the controllers' credit, they do often volunteer traffic call-outs in the busy area between I-70 and GAI but it is still every pilot's responsibility to see and avoid, even if flying under IFR in VMC.) The Pilot/Controller Glossary defines "radar contact" as "used by ATC to inform an aircraft that is identified on the radar display and radar flight following will be provided until radar identification is terminated."

So really what this is all about is whether pilots, controllers, FAA management and the Departments of Defense and Homeland Security can all agree on what it means to be under "positive control" inside the ADIZ, and whether the implementation of that definition will impose an undue burden upon pilots flying into and out of airports like GAI that will remain within the ADIZ after it shrinks. We need to understand how the FAA intends to implement this new "security" plan and what resources might be available to GAI to ensure our current level of service is not further diminished. AOPA suggested that one measure that might satisfy the "security people" is installation of a radar control tower at GAI, but of course we at MCAA can't help but wonder, who is going to pay for it, how long would it take to install and where would it be located? Just some of the questions we are seeking answers to.

Please understand that it is not MCAA's intention to do anything to make life difficult for the pilots who use Leesburg and Manassas, who might see some ADIZ relief in the near future. Rather, we are committed to doing everything we can to make sure that Montgomery County's interests are preserved.

To this end, your MCAA co-presidents Steve Inkellis and Meredith Saini, together with John Luke and Keith Miller of MCRA, have been invited by AOPA senior management to a meeting with FAA officials next week to discuss this matter in detail. We will report back to you as soon as we have more information. We were informed last night by AOPA's Executive Vice President for Government Affairs, Andy Cebula, that the FAA intends to release a new ADIZ NOTAM containing these changes by the end of May.

We will do our best to educate the decision makers on this issue about the catastrophic effect that any further operational delays would have on GAI.

Mr. Cebula and his staff assured us last night that AOPA has been lobbying hard to defeat the ADIZ ever since its inception more than 4 years ago (so much for "temporary" flight restriction) but despite all their efforts, little change has been realized. The proverbial train has already left the station; now our challenge is to try to steer it in the most favorable direction.

We would like to extend a special thank-you to TSS Flying Club member, student pilot and attorney Peter Winik for writing a very eloquent letter on this matter, which convinced the AOPA legal team that it was well worth their time to visit us yesterday and help facilitate a meeting with the FAA.

Thank you all for your continued support. Please check your email and our website, www.mcaa-md.org, for further updates.

Your MCAA Board of Directors

Aircraft rates

Following are the current aircraft rates (tach, wet), as of 1 May 2007.

| | |
|--------------------|----------------------|
| N5135R (C-172) | \$75.00 |
| N739BA (C-172) | \$77.00 |
| N15624 (PA-28-235) | \$110.00 |
| N20300 (C-177) | \$86.00 |
| CAP | \$52.00 (Hobbs, dry) |

Dirt under the fingernails

Get some dirt under those fingernails!

Curious about what it takes to keep your club aircraft flying? There's no better time than right

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now to find out! We've just entered the cycle where all club aircraft must undergo their annual inspections. Between now and the end of June, all club aircraft will be in (and hopefully out) for their annual inspection. And this year, in addition to the annual, we have an engine to replace in the Cardinal. All this requires a lot of manual labor, and there is no way we can accomplish this in a timely manner without YOUR HELP!

With the dedicated assistance of a few individuals and our club mechanics, the annual on N739BA has just been completed. (See the related article elsewhere in this newsletter.) But we can't continue to rely on just a few individuals — everybody needs to pitch in and help.

Right now our other 172, N5135R, is in the hanger undergoing its annual inspection. There are lots of tasks to be done, and we need to expedite them. This is especially critical this year, because we need to finish 35R and N15624 before we bring in N20300 for its annual inspection and new engine. If we don't get this done, we're going to have TWO AIRCRAFT GROUNDED during prime flying season!

If you don't have all your hours in for this year, here is your opportunity to fulfill them — you've got until the end of May. Contact **Phil Carls** and sign up for a time slot to assist with 35R. Even if you don't feel confident turning a wrench, grab a cloth, a bottle of polish and put a shine on 35R — it could surely use it!

You've always heard that money is what keeps planes in the air. In the case of our aircraft it's also a lot of hard work and dedication. So take a day off work and get your hands dirty! Otherwise, when you go to schedule that flight, you may find your aircraft is unavailable.

NO WHINING!

❖ **DICK STROCK**

Work hours

Stephen Bell takes care of handing out work assignments. You can contact him by phone or e-mail (stephen.bell@gsa.gov).

Mike Regen takes care of recording the hours that you work. You can e-mail your work hours to me (capflyer071@yahoo.com). When sending them to me, please put in the subject line: *Work Hours, your name, # hrs worked*. This will

help me organize the e-mails for future reference if there are any discrepancies.

Thanks to all of you for stepping up and helping keep our club strong.

❖ **MICHAEL REGEN**

From the airport manager

Spring has sprung (finally), and with it comes my quarterly operational update that I hope everyone still finds useful. I try to cover as many bases with this update as I can, and as always your comments and ideas are welcome at any time. If you feel there are specific categories that I have omitted and need discussed, please let me know.

VAULT RELOCATION: The work activity you see in the vicinity of the AWOS will be the site of the electrical vault that will contain the lighting system for the runway and taxiway lights, VASI, and PCL. No lighting down time is expected, but a large crane will be brought in to place the vault building.

NEAR TERM PROJECTS: In addition to the vault relocation project, we will be doing the following work in the next several months:

–Runway crack sealing: The entire length of the runway and the north end pad must be crack-sealed to prevent further deterioration. We plan this work around June 1, and it will require the CLOSING of the entire runway for approximately four nights from 12 midnight until 5am. NOTAMS will be issued, AWOS message will be changed, and runway closure markers and lights will be installed. The Revenue Authority has received a special grant from Maryland Aviation Administration for this maintenance project but still must cover 50% of the total cost.

–Runway painting: We plan to repaint the white numbers and centerline markers on the runway sometime this coming fall. This project will require the closing of the runway for approximately 8–10 hours. Detailed notices will be given before these projects start.

–Pilots' lounge/briefing room: New computers and printers have recently been installed in both areas for everyone's convenience. Newish furniture is planned soon for both rooms.

WILDLIFE: Looks like the recent fence repair has successfully kept the deer from entering the airfield, but as we all know, this could change at

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any time. With the coming of spring, comes the Canadian geese. I try to sweep the field at least twice daily with my vehicle, which has proven to be the best deterrent, but invariably some geese return, principally because of the close proximity of storm water ponds.

BIRD STRIKE: Last week, a turkey vulture, not a Canadian goose, was hit by a flying club plane while on takeoff. I received a report by two separate witnesses that they had heard a loud sound of something hitting metal and both parties reported seeing sheet metal falling off an aircraft while departing RW32. We even called TRACON to report the incident and after an anxious hour or so, the plane that hit the bird finally returned safely. A few hours later, the downed turkey vulture was found along the edge of taxiway Alpha. It reportedly weighed 20 pounds.

ADIZ/RUMORED REDESIGN: The last two weeks have produced an onslaught of rumors both from ATC and FAA management viewpoints on the specifics of a proposed ADIZ redesign. At Operation Raincheck, a recent meeting for local pilots hosted by Potomac TRACON personnel to discuss ADIZ problems and procedures, certain information was furnished by ATC that indicated the NPRM was about to be made permanent. To be brief, two disturbing aspects of the rumored proposal are:

1. Undue delays for GAI and other ADIZ bound airports caused by pilots having to file and await for clearance approval very similar to the delays encountered by those filing IFR. Under this plan, flight schools, pilots wanting to do pattern work, and those wishing to depart the area will not be able to get their squawk code and just go. All will have to wait for specific clearance instructions and will be put in the clearance queue with all other affected ADIZ airports; thus making for extreme delays.

2. Our Virginia neighbors to the south, Leesburg and Manassas, will be offered cutouts; thus placing GAI at an unfair competitive advantage with these two facilities that are similar to us in terms of size, traffic, and instrument approaches. The principal reason given for this is the proximity of GAI to Reagan National. GAI, 20nm; HEF, 23nm; JYO 30nm. FAA management and security personnel with whom I have spoken discount the areas of concerns (especially #1) and have promised to keep me in-

formed of significant developments as they occur.

In general, it seems that the NPRM/ADIZ situation is about ready to be brought to a head with several if not many adjustments to come with it. I will keep all of you informed on this important matter as best I can.

See link from AOPA.

<http://www.aopa.org/whatsnew/newsitems/2007/070409adiz.html>

SECURITY: Now a routine part of our existence at GAI. A reminder to everyone that only those individuals with a need to be on the airfield are allowed inside the airfield fence area. Sorry, but all picture taking by family and friends must be done from outside the fence. Please challenge or contact me to challenge anyone whom you feel is not authorized to be on the airside of the facility.

JANITORIAL SERVICE: Cliff Gale and family, who have performed janitorial services at GAI for ten plus years, has graduated from college and is officially retiring from his janitorial duties this week. Cliff has done a great job and I know you join me in wishing him good health and best of luck for his future plans. He has been replaced with a franchise owner associated with Coverall Cleaning Concepts.

NORTH END DEVELOPMENT: As some of you know, the Revenue Authority has received several proposals for developing the North End of the airfield. We are trying to sort out what is best in terms of overall development for the vacant space at the North End, and this process has recently been made more complicated by the rumored news of ADIZ redesign. Once the ADIZ situation is made clear, the various proposals can be addressed in a more intelligent fashion than can be done under the present uncertain circumstances.

GOLF OUTING: The first annual MCAA/MCRA golf outing is planned for May 18 at the Revenue Authority's Laytonsville course. It will be an 11:30 shotgun start with many prizes, good food, and a good time predicted. Flyers have been distributed with the details, so fill one out and join us for this fun and worthwhile event. Proceeds will go toward aviation scholarships for local youths and the MCAA general fund.

USER FEES: The Revenue Authority has stated that a larger percentage than normal of

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user fees are still outstanding. As a reminder, this necessary collection of revenues are used to fund the Revenue Authority's local share of capital projects. If you have not sent in your annual user fee, please do so now.

❖ **JOHN LUKE III, C.M.**

Airport Manager
Montgomery County Airpark (KGAI)
301-963-7100

MCAA golf outing

MCAA's first (and, we hope, annual) golf tournament has been scheduled for Friday, May 18, 2007 at the Laytonsville Golf Course with a shotgun start at 11:30 a.m. The entrance fee is \$100 per person, which includes free range balls and golf cart.

Proceeds will go to support MCAA's ongoing educational activities at the airport. Our goal was to increase our outreach efforts this year and this money will help us achieve that goal. We plan on donating \$500 of the proceeds from the tournament to provide a flight training scholarship to a local young person.

Please come out with your friends and join us for a day of fun on the golf course! Laytonsville is one of the Montgomery County public courses, which are run by the Montgomery County Revenue Authority (MCRA) which also owns and operates GAI. We'd like to extend a special thanks to airport manager **John Luke** for helping us organize this event.

To make the play a bit more exciting, there will be nominal cash prizes for good performance. Everyone will be offered complimentary soft drinks, hamburgers and hot dogs. Beer carts will be roaming the course (cash bar).

We need about 8–10 volunteers to help us collect entrance fees, staff the putting green, and generally keep things running smoothly. If you'd like to volunteer (and not play golf) please contact **Meredith Saini** at president@mcaa-md.org.

❖ **BRYAN ABSHER**

GAI – OSH?

Who is planning to go to Oshkosh this year? Who wants to camp together again? I'm trying to get a roll call for the trip again. If everyone is interested, we'll try to arrange to stay together in 2007.

Please check-in at <http://www.mdpilots.org/viewtopic.php?t=152> if you want to be involved in the GAI-2-OSH trip this year. I'll set up a meeting for mid-June to start the logistical planning.

If you know of anyone else interested in joining us, please pass this email to them. The more the merrier!

❖ **ADAM DONALDSON**

Work hours monitor

May is the twelfth month of the "work hours year," so by 31 May you should have 20 hours of credit.

Here are the work hours "waypoints" listed by quarter. If you have the indicated number of hours at the end of a quarter, you're on course.

| | | |
|-------|-------------|------|
| Qtr 1 | 31 August | 5.0 |
| Qtr 2 | 30 November | 10.0 |
| Qtr 3 | 28 February | 15.0 |
| Qtr 4 | 31 May | 20.0 |

If you're in doubt about your work hours, contact **Michael Regen**; if you're looking for jobs to do, contact **Steven Bell**.

CAP testing officer needed

We need a squadron testing officer. Duties include administering tests. In case you haven't guessed, we don't give too many. So if you are a CAP member, please consider taking this assignment. See **Bob Hawkins**.

739BA annual

By the time you read this the annual inspection on N739BA should be complete. It's been a long but thorough annual, hampered in the beginning by the cold weather that was experienced in early April.

Because this was the first annual inspection performed in this aircraft by the club mechanics, it was expected that it would take a little longer than normal. During the pre-buy inspection that was performed last year prior to purchase of the aircraft, an extensive laundry-list of items that needed to be addressed was developed. While some of these items were resolved prior to the plane being placed into service, many were de-

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May 2007

ferred until the first annual inspection, which further lengthened the inspection period.

With the inspection checklist, recent squawk sheets, and the list of pre-buy discrepancies in hand, the inspection was begun on 1 April. Over the next four-plus weeks, in addition to all of the required inspection items, the following actions were performed:

- Cleaned and repacked all wheel bearings.
- Replaced brake linings on both main landing gear
- Replaced left main landing gear tire
- Removed, rebuilt, and reinstalled fuel selector valve
- Rebuilt fuel strainer
- Replaced carburetor throttle plate bushings
- Installed new door stop in left cabin door
- Installed new lower hinge pin on right cabin door
- Repaired the inoperative rear seat cabin air vents
- Replaced fuel drain valve in right fuel tank
- Installed and painted new aft dorsal fairing
- Installed and painted new left stabilizer tip
- Installed new baggage door seal
- Cleaned, repaired and repainted battery box
- Removed, cleaned, inspected, lubricated, and reinstalled right aileron control rod.
- Repaired small hole in top of right wing and repainted repaired area.
- Removed, cleaned, and reinstalled battery ground strap.
- Installed new support & lock collar on left control yoke
- Replaced crankcase seal
- Installed new alternator drive belt
- Replaced interior cockpit lamp bulb
- Repaired crack in upper cowling and repainted repaired area.

- Installed new main vacuum filter
- Installed new regulator filter
- Installed new engine air intake filter
- Installed new O-rings on primer assembly

During the pre-buy inspection it was noted that many of the interior plastic panels and components were in poor condition — broken, cracked, and literally falling to pieces. While the aircraft was in for the annual, about half of the interior plastic components — those that were the most deteriorated — were replaced. The headliner and sun visors were also removed, cleaned, and repainted.

Because the fuel tanks had to be drained in order to rebuild the fuel selector valve, the effort was made to calibrate a Universal Fuel Hawk, which has been placed in the small plastic accessory box behind the pilot's seat.

The aircraft has also been completely cleaned and polished, the carpets thoroughly cleaned, and the windows cleaned inside-and-out.

Gratitude should be expressed by all to our A&Ps — **Bill Pechnik**, **Bill Hughes**, and **Bob Hawkins** — for their efforts, guidance, and supervision during this long but productive annual. In addition to the numerous members who generously volunteered their time, special recognition should be given to **Phil Carls**, who tirelessly worked many, many long hours during the crew chief's eight-day absence.

❖ **DICK STROCK**

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants. Monthly flying account reports will now be generated by Piotr and/or Raj.

Reports are now being posted in the Files section of the *AircraftClubs.com* site. They will also be available in a binder in the trailer about the 15th of each month for the prior month.

If you return to GAI after fuel has closed for the day and can't enter your fuel purchase in the aircraft logbook, e-mail Piotr at:

<mailto:go62onair@hotmail.com>

Also contact Piotr if you find discrepancies in your account.

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Fuel price at GAI

(Gulp!) It's now \$4.50 per gallon (as of 3 April). Thanks to **Adam Donaldson** for the report. Looks like that \$100 hamburger is more like a \$120 hamburger now....

Address for checks

Please note that the address to mail Congressional Flying Club checks is:

Congressional Flying Club
Box 4
7940-I Airpark Road
Gaithersburg, MD 20879

Checks can also be brought to the meetings, where **Bob Hawkins** and I will deposit them to the flying club account.

Thanks for your cooperation.

❖ **ZELICK (ALEX) WAGANHEIM**

Funny stuff

Q: What is a flashlight?

A: A flashlight is a container used for storing dead batteries.

❖ **ANDY SMITH**

Upcoming fly-ins

Saturday, 19 May, we're planning to go to MD18 Horn Point Airport Cambridge, Maryland. Leave at 1000, return whenever you are ready, but you should visit the museum while you are there. No cost except for eats and the planes of course. You might want to consider going earlier and grabbing breakfast at CGE before dropping in at Horne Point as food is pretty basic at Horne Point.

Last year among the planes were a "bamboo bomber," a Beech 18, and a really sharp Swift. 0700-1700 (event schedule)

Horn Point Antique Fly-in (Horn Pt. Maryland) Antique, Classic aircraft fly-in with judging.

Sunday, 3 June, is the WWII Weekend Airshow at Reading, PA (KRDG). (This is the day after the annual AOPA Fly-in at KFDK.) Leave at 0900, get back about 1800. Really neat if you like the old warbirds, great food too. With annuals and such going on, planes may be limited,

but maybe we can scare up an antique hauler of our own to tag along to these events.

Let me know if you want to go.

❖ **JOE STUBBLEFIELD**
JOESTUBBLEFIELD@HOTMAIL.COM
240 277-1705

Reduced rates for proficiency flights

Several years ago the BoD instituted a plan to encourage proficiency flying with an instructor in club aircraft.

The goal is to get the latest developments and updates, review technique to identify bad habits or any other aspects of dual flight instruction. It also may be used to get 2 of the 3 hours of dual required for the FAA Wings program.

Each club qualified pilot is authorized 2 hours per year of proficiency flying in CFC aircraft at the "mission rate" of 80% of the current rate of the aircraft flown.

A (voluntary) list of pilots who participate in the proficiency flying will be posted on the bulletin board in the trailer.

This will give recognition to participating pilots, their instructors and hopefully encourage others to participate in the program.

[*Editor's note: To get the mission rate, simply note "Annual proficiency training" on the log sheet in the airplane.*]

❖ **DAN HAYES**

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President's message

Now that Oshkosh is over and everyone is back home safely we can address some of our longer- term needs.

First and foremost, even though fuel prices are still climbing (at GAI at least) our members have been diligent in finding inexpensive gas elsewhere. That, in turn, means we don't have to raise our rates. Keep up the good work.

Just for reference, GAI is currently charging \$4.95 a gallon, and FDK self service is \$4.46. So, when you're out there tooling around, consider filling up at DMW or FDK or someplace else to help keep our costs in line. If you visit DMW, for example there are two FBOs, and they are within a couple of cents of each other. At the moment we have a volume discount arrangement with American Pilot Services (they are the one in the hangar – not the building on the ramp) and the current cost of AV Gas is \$4.219 gallon. You'll need to identify yourself and/or the aircraft as belonging to the Congressional Flying Club. As we purchase more fuel from them our discount gets bigger. The idea here is to buy inexpensive fuel when we can. The fact that we fill up ½ hour to an hour from home is actually helping us because by the time you get home you've burned off a few gallons. So besides getting fuel that costs less we're also not losing fuel from expansion. Parking the plane with the fuel down a half-hour or so is working out just great. Don't forget to put the fuel

selector on "OFF," "Left," or "Right," not on "Both" when you park it.

Other good news. For a long time we have charged an additional \$20 per hour for primary students (that is, until they get their license). A review of this policy and the maintenance records shows that this is on the high side. The Board of Directors has decided to reduce this surcharge to \$10 per hour with half going to the Trams Fund and the other half to the general maintenance fund. This change is effective 1 August 07.

Along with the change (reduction) in the surcharge the Board also authorized **Meredith Saini** to give primary instruction and "check outs" in the 152. Another change is that Club Instructors are now allowed to charge for primary instruction. Note I said "allowed." This means that if you want instruction (of any kind) in our aircraft, the cost of that instruction is between you and the instructor. As before, mandatory check rides are provided by the CFC instructors at no cost (for the instructor). Mandatory rides are things like initial checkouts or rides mandated by the Safety Board (and approved by the Board of Directors). In the case of rides like a Flight Review, Night Currency, or similar rides – the cost for the instruction (if any) is between you and the instructor. If the instructor gets paid he/she may not count that time toward his/her work hour requirements. You also have the option of paying for instructor services by paying (making a donation) to the "Trams Fund" in which case the instructor can get work hour credit for his /her time.

The bottom line is that instruction, checkouts, or dual of any kind must be received from a club CFI or a designated/approved CFI. As of today the only non-club CFI is Ms. Saini. For any other instructor to teach in our aircraft they will have to be added to our insurance. This is not a problem, but if you want to get instruction from anyone other than a club CFI you need to come and talk to the Board of Directors and the individual will have to fill out a club application form so we can add him/her to our insurance. This is consistent with the rules of other clubs and complies with our insurance carrier's requirements.

We are going to start having pilot proficiency meetings about once a month — we hope on the third Tuesday starting at 7:30 PM and lasting for about half an hour. We will send out e-mails an-

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nouncing these sessions. These get-togethers will cover the latest changes to the ADIZ and operations here at GAI along with other topics that should be of interest to our membership. If these sessions prove interesting we may try having them start at 8 PM and then minimize our CFC time so that we have enough time for beer!

Given that the ADIZ is changing, I highly recommend you take the ADIZ course provided by AOPA or by FAA. You can go to www.aopa.org (you don't have to be a member to take the course) or the FAA web site at http://www.faasafety.gov/gslac/ALC/course_logintoregister.aspx?clid=41. Be sure to save the certificate electronically so you can print it out later (there are rumors that you will need it to take your Flight Review). You'll need to register and then take the course. It's actually a neat course and if you save the certificate (electronically) you can send it to CAP to show that you have taken the course.

As long as you are going on line I suggest you consider taking the FEMA courses for volunteers. These courses are becoming mandatory for anyone who is a volunteer — be it at your local fire department or with the Coast Guard or CAP. In addition to that, you get Continuing Education Credits for taking the course, if you're thinking about looking for a job or a promotion it is a good resume builder, and finally (especially if you are a government employee) this is a positive thing on your yearly evaluation. You might try the web site <http://www.learningservices.us/FEMA/LMS/CourseMenu.cfm>. You can register from this point and then go from there; the first course is IS100.

❖ BOB HAWKINS

Chaplain's corner

United Airlines invites us to turn to Channel 9 for ATC flight monitoring. I remember the San Francisco-Dulles and Portland-Baltimore roundtrips. At the end of the flights I felt quite tense and needed a break, but I knew that the flights didn't just happen. They were well controlled and executed by real people in the air and on the ground. The juvenile concept of an airplane in flight as ultimate symbol of freedom changed. Flying is work, and a lot of it, as well as freedom and fun!

How much work goes into the technological feat of GPS navigation and usage! My wife laughs as we travel with Magellan in hand. It is awesome. But, oh what work, and dedication, and vision, and energy, sustain this technology! How many satellites at what altitude and with what maintenance and monitoring for this innocent little gadget that so entertains and guides us, and is just one component of flight!

It is so with almost everything. The simplest of things are nonetheless quite complex! And so is life! Life is magnificent, and beautiful, simple, and yet so complex — and so wonderful! DNA is a code for too much! How many hairs grow and are lost in a month? How many times does a human heart beat in an hour, a day, or a year? It does! And how beats the heart of God in unconditional love with passionate abandon for the wind-wisp critter of humankind?

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Meetings: Every Tuesday at 2000 at the CAP Trailer, Montgomery County Airport (KGAI), Gaithersburg, MD

Physical address: Box 4, 7940-I Airpark Dr., Gaithersburg, MD 20879

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| Vice-President | Dick Strock |
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Sacred scripture affirms, "I am my beloved, and he is mine; ... his banner over me is love!" (Song of Solomon) Yes, God loves us! Let us love one another and show that love visibly in our fellowship and work to keep us flying well, safely and high! Amen.

❖ **CHAPLAIN (LTC) EDCO BAILEY, D. MIN.**
B.C.C.

Condolences

The Club wishes to express its condolences to **Vic McGonegal** on the recent loss of his wife, Elaine.

Aircraft rates

Following are the current aircraft rates (tach, wet), as of 1 August 2007.

| | |
|--------------------|----------------------|
| N25883 (C-152) | \$65.00 or less |
| N5135R (C-172) | \$75.00 |
| N739BA (C-172) | \$77.00 |
| N15624 (PA-28-235) | \$110.00 |
| N20300 (C-177) | \$86.00 |
| CAP | \$52.00 (Hobbs, dry) |

Work hours

Stephen Bell takes care of handing out work assignments. You can contact him by phone or e-mail (stephen.bell@gsa.gov).

Mike Regen takes care of recording the hours that you work. You can e-mail your work hours to me (capflyer071@yahoo.com). When sending them to me, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help me organize the e-mails for future reference if there are any discrepancies.

Thanks to all of you for stepping up and helping keep our club strong.

❖ **MICHAEL REGEN**

Work hour accounting change

The Board of Directors has changed the way we account for work hours.

Starting with this six month period (we're already two and a half months into it) — June through October — you will need to do half your work hours. Thus, by the end of October you need to have completed 10 work hours. If you have not,

your flying account will be debited (at \$40 hour) for every hour you are short.

If you complete all 20 hours in the first six months your obligation will be complete for the year.

I should explain that this is an effort to get some help with maintenance and reduce the number of "make work" hours that seem to accumulate in May of each year.

❖ **BOB HAWKINS**

Safety really is an issue

Murphy's Law is alive, real and doing well here. We had four occurrences recently that really need to be thought about from a safety standpoint.

1. Young and inexperienced instructor is taking his 2-hour primary student flying. They discuss checking the brakes and start to taxi to the active. During discussion on taxi and brakes for steering, the student (or instructor) evidently applied too much right brake as the wheel locked and the plane turned hard right. Right into the spinner of a parked Malibu, severing two of the four blades of its prop.

2. Instructor and student trying to pass a stationary fuel truck. Guess what happened to the wing tip of the plane. Fortunately the plastic trim of number one above fit number two.

3. Customer leaves plane 150 miles from home because of weather. Two instructors are dispatched to retrieve it. Forget to take the keys. Sure enough plane key one fits plane two. After starting plane two with the key gives keys back to plane one and all come home. Plane two returned to normal tie down and shuts down but fails to turn off mags (no key). Pushed plane into parking space using the prop and reset prop to up/down position to indicate to fuel truck to fuel plane. Mags on for hours.

4. Two local planes land and are taxiing to tie down. One enters the ONE WAY TAXI WAY the correct way and the other the incorrect way. Both now nose to nose and neither happy with the other.

❖ **BOB GAWLER**

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MCAA update

Greetings from your friends at the Montgomery County Airport Association (MCAA). We hope that you are enjoying the summer, and request a few minutes of your time now to allow us to bring you up to date on a few matters concerning life and business at GAI.

By now you've probably heard that the Washington, D.C. Air Defense Identification Zone (ADIZ) will change in size and shape effective August 30. The new ADIZ is already showing up as a pending flight restriction on many of our satellite-based navigation receivers, and is depicted on the new Washington TAC and Sectionals that will become valid on August 30. Be sure that you obtain a copy of the new charts and familiarize yourself with the revised FDC Notams 7/0206 for the DC ADIZ, 7/0211 for the DC Flight Restricted Zone (FRZ) and 7/0204 for the outer speed restriction. Text and graphics are now available on the FAA's website and via the DUATS providers.

Over the last few months, your MCAA board of directors met with leaders from the FAA, AOPA and the Montgomery County Revenue Authority (MCRA) to discuss the proposed changes to the ADIZ and the impact it would have on operations at GAI. Based on these discussions, we anticipated that the ADIZ would be redrawn as a 30-nm ring around the Washington VORTAC (DCA) instead of more or less following the contour of the Class B airspace. We were told by these leaders that given Gaithersburg's proximity to Washington, D.C. and its runway alignment, it was unlikely we would receive any special cut-out or corridor for ingress and egress, as was anticipated and delivered for Leesburg Executive Airport (JYO) in Virginia. The FAA refers to this new sector as the "Leesburg Maneuvering Area" in the Notam.

The FAA representatives with whom we met also suggested that under the new ADIZ, air traffic controllers would be required to provide traffic advisories and safety alerts to VFR aircraft inside the ADIZ. The new Notam does not specifically address this issue, though we hold out hope that the FAA will deliver on this promise and provide adequate staffing and training at the Potomac Tracon in order to provide this service to pilots.

We have recently become aware of rumblings throughout the local Gaithersburg community from residents concerned that there are plans in place to increase capacity and traffic at GAI. Some individuals within the community seem to think that MCRA has plans to lengthen the runway at GAI to increase jet traffic, because land is to be acquired on the perimeter of the airport property. This is simply not true. This land is being acquired, at the behest of the FAA, for the sole purpose of providing an obstruction-free safety zone for aircraft on arrival and departure. Period.

We also want to clarify an apparent misconception concerning the possible installation of a control tower at GAI. When we met with the FAA and AOPA a few months ago, we were told that the government agencies who are responsible for monitoring ADIZ traffic might feel more comfortable relaxing the rules for GAI if a trained controller was on-site to marshal inbound and outbound flights. As a result, MCRA Executive Director Keith Miller and Airport Manager John Luke have begun to investigate what it would take to make this happen at GAI. We want to make clear that primary reason a control tower is being considered for GAI-and it is just that, an idea under consideration-is to potentially make existing operations less cumbersome and more efficient.

We recognize that if it were successful, some commercial operators who currently avoid GAI because of the ADIZ may change their minds and return to us, which we hope would happen because it would be good for business. But GAI is and will always be a relatively small airport. We are land-locked and have very little space available for development. What we, as supporters of the airport, are working diligently toward are measures that will improve existing operations and make the airport more economically viable for everyone in Montgomery County. Montgomery is one of the wealthiest and most vibrant jurisdictions in the nation, yet our airport is one of the least attractive and most underutilized of its kind.

Keith Miller and his staff at MCRA are working very hard to attract investors and public funding for the airport, but much like with losing weight, our problems have been years in the making and may take years to fix. But we are making progress.

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You may recall that in April, MCRA and MCAA co-hosted a golf tournament. We raised more than \$4,000, some of which will be used to purchase new furniture and decorations for the terminal building. A portion of the proceeds was used to fund a scholarship for some local young aspiring pilots, and the rest will be used to host MCAA's annual airport picnic, currently scheduled for Saturday, September 15 from 11 a.m. until 2 p.m. Save the date and look for further details on this event in the coming weeks.

We thank you for your continued support of MCAA and the airport that serves our wonderful community. We'd like to leave you with a reminder of some of the reasons why keeping Montgomery County Airpark alive and vibrant is so critical, not just to its cadre of a few hundred based pilots who use the Airpark for their personal transportation needs but also to the more than 900,000 residents of Montgomery County, Maryland:

- * ORGAN TRANSPLANT FLIGHTS-Our airport regularly serves as a base for receipt and dispatch of organs for lifesaving transplantation.
- * ANGEL FLIGHTS AND SIMILAR MEDICAL MERCY FLIGHTS-Each year volunteer pilots perform hundreds of Angel Flight missions into and out of GAI, providing at their sole expense free transport for needy patients requiring air transportation. Many of those pilots are based at GAI.
- * CORPORATE/BUSINESS TRANSPORT-Up to 25% of traffic at GAI is corporate/business-related. Airport Manager John Luke estimates there are 8 or more daily corporate flights into the Airpark.
- * LAW ENFORCEMENT ACTIVITY-Maryland State Police and Immigration and Customs Enforcement helicopters frequently use the Airpark for operations/surveillance activities in fulfilling their respective missions.
- * COAST GUARD AUXILIARY-The Coast Guard Auxiliary regularly uses GAI as a base of operations for training and search and rescue missions.
- * TRAFFIC SURVEILLANCE-Several automobile traffic surveillance aircraft are based at GAI, including Montgomery County's own Skymaster MC-10, which among other things resets traffic lights from the air in response to observed traffic patterns.

- * PIPELINE PATROLS-Aircraft patrolling pipelines for environmental concerns such as spills and breaches and security operate out of GAI.
- * CIVIL AIR PATROL-The Airpark is home to a wing of the Civil Air Patrol, which provides air-based search and rescue services throughout the county as well as training for CAP cadets.
- * TELEVISION NEWS HELICOPTERS-Several Washington, DC-area based news organizations regularly use our Airpark for their newsgathering helicopter operations.

Have a safe and enjoyable late summer, and we look forward to seeing you at the picnic on September 15.

❖ **STEVE INKELLIS AND MEREDITH SAINI**
CO-PRESIDENTS, MCAA

Work hours monitor

August is the third month of the "work hours year," so by 31 August you should have 5 hours of credit.

Here are the work hours "waypoints" listed by quarter. If you have the indicated number of hours at the end of a quarter, you're on course.

| | | |
|-------|-------------|------|
| Qtr 1 | 31 August | 5.0 |
| Qtr 2 | 30 November | 10.0 |
| Qtr 3 | 28 February | 15.0 |
| Qtr 4 | 31 May | 20.0 |

If you're in doubt about your work hours, contact **Michael Regen**; if you're looking for jobs to do, contact **Steven Bell**.

Upcoming fly-ins

We have rescheduled the Latrobe monster brunch run for 23 September. LET ME KNOW ASAP if you want to go. Also, Ruth would like to know of your interest in making another Old Rhinebeck run in October. We need to be setting that up right away. There might still be time to reserve dinner at the CIA eatery. If not, they still have plenty of good eats up there.

Let me know on both of these counts.....right now for the NY run, and almost that quick on the Latrobe run.

❖ **JOE STUBBLEFIELD**

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El pequeño dragón rojo

Great things often come in small packages. CFC's latest fleet addition, N25883, is a prime example. The relative slowness and simplicity of the Cessna 152, compared to the larger Cessna 172, make it an excellent student pilot training platform — especially for petite aviators like 16-year-old **Pamela Blanco**, a CAP cadet from San Juan, Puerto Rico, who participated in this summer's National Flight Academy.

Meredith Saini writes:

At five feet tall and weighing in at a mere 100 pounds, Pamela felt a bit intimidated by the Skyhawk, even with a seat cushion. I had the pleasure of being her instructor in N25883, which I promptly dubbed “el pequeño dragón rojo,” which means “the little red dragon” in Spanish. Some of the other cadets couldn't help but refer to it as “the happy little airplane” when they saw the sprightly fire-eater logo on its tail. How can you not fall in love at first sight with this airplane?

Pamela was smitten by the 152 the moment she approached it, with checklist in hand and ready to fly. She adapted quickly to its nimble controls and lower profile, and was able to make confident takeoffs, climbs, turns and descents. Landings did not come so easily for Pamela, but I have no doubt that she will be able to master them with a little time and practice.

I want to extend my heartfelt thanks to CFC for entrusting me to teach Pamela in this fine airplane, and I look forward to flying it with you soon! I have a special place in my heart for the nimble Cessna 152 because it is the airplane in which I first soloed and eventually earned my Private Pilot certificate. It is a pure joy to fly and I encourage each of you to give it a try. If you're concerned about weight and balance, perhaps this note will serve as the motivation you've been looking for to get to the gym and lay off the hundred dollar cheeseburgers!

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants. Monthly flying account reports will now be generated by Piotr and/or Raj.

Reports are now being posted in the Files section of the *AircraftClubs.com* site. They will also

be available in a binder in the trailer about the 15th of each month for the prior month.

If you return to GAI after fuel has closed for the day and can't enter your fuel purchase in the aircraft logbook, e-mail Piotr at:

<mailto:go62onair@hotmail.com>

Also contact Piotr if you find discrepancies in your account.

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Congressional Flying Club
Box 4
7940-I Airpark Road
Gaithersburg, MD 20879

Checks can also be brought to the meetings, where **Bob Hawkins** and I will deposit them to the flying club account.

Thanks for your cooperation.

❖ **ZELICK (ALEX) WAGANHEIM**

Funny stuff

[*This month's contribution is courtesy of — surprise! — Dan Hayes.*]

Two men were avid moose hunters. Every year they chartered a plane to take them to the Canadian back country. This year hunting was especially good and in a few days they each bagged a moose. They radioed for their pilot to come back and pick them up.

When the plane arrived, the pilot took one look at the animals and told the hunters they could not take back such a heavy load.

“But we spent all week hunting for these moose!,” they protested. “And besides, the pilot we hired last year wasn't worried about the moose's weight.”

After much argument, the pilot finally relented and allowed them to load the moose. The heavy plane was only airborne few minutes when it lost altitude and crashed into the side of a mountain.

As the men struggled out of the wreckage, one hunter, asked, “Where are we?” His friend answered, “About a mile farther than we got last year.”

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Keep doing the same thing and you will keep getting the same results. It is true of flying and it is true of living.

❖ ANDY SMITH

The HGR three (four?) – cont'd

[Editor's note: We present herewith the third installment of the Hagerstown Three trilogy.]

At the FBO, we began to plan the third leg of our trip. Having long since forgotten our earlier fear that we might not get enough IMC on this trip, we were now battling low ceilings across the region. The earlier forecast that prompted us to launch that day had ceilings at least 1000 ft AGL and visibilities in the 3 mile range. This is great for instrument flying. However, that forecast didn't hold up and the weather had changed dramatically from the time we departed GAI, had lunch at AOO and ended up at HGR.

While getting ready to file from HGR to GAI, I checked the weather back home. The AWOS at GAI was reporting 300 and 1 mile. We were beginning to realize we may be stuck in HGR. Frederick was also 300 with 2 miles visibility. This would be acceptable for the ILS into FDK. However, that would only get us about halfway home. We would still have to call someone to come pick us up. And since Gashaw was denied the ILS at HGR due to P-40, I was afraid the same may happen at FDK. Also, HGR was 300 overcast and 2 miles with the approach lights (the rabbit) out of service due to the runway extension. Our best out, if we couldn't get into FDK, would have been northeast, since Lancaster and Allentown were still a healthy 3,000 overcast. But if we had to divert to one of those airports, we would have been much further away from home. It wasn't worth launching just to attempt to get halfway home. So we waited.

While waiting for about an hour, and calling the AWOS every 2 minutes, we walked over to Nick's to take a peek (Gashaw had never been there). We stumbled in there looking very haggard. I wondered what the well-dressed Saturday dinner crowd must have thought about us. Regardless, we opted to head back over the FBO without eating anything. We would rather flight plan than admit defeat and hang out at Nick's. On our return to the FBO, I checked GAI again to discover they were "up" to 500 overcast and 2 miles visibility. This was optimistic, since

we only needed 600 overcast to fly the GPS approach into GAI (thanks to our Garmin 430). Based on this, we started our preparations. I only needed to hear "600 overcast" on the GAI AWOS, and I was willing to take a shot at getting in since we would have full tanks, OK weather in FDK and really good weather at LNS.

Gashaw and Dick took the plane to the self-serve pumps to fill it up while I filed and got a briefing. During our briefing, GAI went up to 600 overcast and 2 miles visibility. BINGO! We were ready to saddle up and light the turbines for home! I hurried out to the pumps where Gashaw and Dick were finished fueling. We quickly preflighted, sumped the tanks, and prepared to leave. We were all strapped in and ready to call for a clearance when I checked the HGR AWOS. That's when we were dealt the final blow! The crackling voice informed us that the airport was 100 feet vertical visibility (in case you were wondering, that's bad) and ¼ mile visibility in fog.

The FAA says Part 91 operators can take off in extremely limited visibility conditions. However, my superb instrument flight instructor hammered it into my head that you never depart an airport that you can't get back into. And HGR was well below its ILS minimums. Coupled with the fact that the approach lights are out of service, there was little chance of safely flying the ILS even in the event of an emergency. Once our wheels left the ground at HGR, we would have been committed to land elsewhere. So I announced to my now deflated plane mates, "I'm not comfortable with this." I immediately heard another voice say "Me neither!" And that was the end of our attempts to get home via Cessna 172.

We went back to the FBO, gathered our stuff, and locked her up for the night, while trying to determine who to call to come get us. I could call my wife. However, it was late and she would be none too happy about getting the kids in the minivan, then driving for 3+ hours to get us all home. Then it hit us. Who is the nicest guy in our flying club? Without a doubt, it's **Joe Stubblefield**. So we swallowed our IFR pride and placed the phone call. Joe told us he was in the middle of a big poker tournament, but would reluctantly come to get us. So we had our ride. We just had to get over the guilt of keeping him from his poker buddies. And we had to deal with the fact that we knew we would be hearing

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July/August 2007

about this for a loooong time. At least Joe now has 3 "get-out-of-jail" free cards if he ever gets stuck somewhere.

We headed for a restaurant, where we told Joe to meet us. The least we could do was to buy him dinner and a beer, along with some free gas. That's the end of Part 3. But make sure Joe gives details about his big poker game!

❖ ADAM DONALDSON

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September 2007

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President's message

It has been a long hot summer with some long hot Annual Inspections. I can't say "thank you" enough to the gang that put in the long hours and sweat necessary to bring our planes "up to snuff." If you haven't realized what great shape our planes are in, well, you just aren't paying attention. **Bill Pechnik, Bill Hughes, Dick Stroock, Ruth Hornseth, John Peake, Vic McGonegal, Jim Novitzki,** and a whole bunch of unindicted co-conspirators have done a fantastic job. You are missing a fantastic opportunity to learn more about airplanes if you've not been able to help.

We are now in the process of doing the annual on 'Little Dragon,' the 152. Lots of things to be done, and therefore there are work hours available. For an up-to-date status report, attend the meeting on Tuesday evening at 2000, after you lend a hand with the quick and un-dirty wash party starting at 1800.

About two months ago the Board of Directors modified the work hour rules a little bit. You now need to do half of your work hours (that is, 10 hours) between the beginning of July and the end of December — that's 6 months. We hope that this approach will get more folks involved throughout the year rather than having the planes washed three times in June.

John Peake has agreed to take on the responsibility of Crew Chief for the Cardinal. **Dan Boyle** wanted to step back a bit and take it

easy. He's been doing the crew chief thing on a variety of planes for at least 20 years, so it's time for him to take a break. Meanwhile, he is maintaining his proficiency by being the assistant crew chief — just to make sure John does a good job.

Most of our folks have been really diligent about buying fuel at locations other than GAI) where we can get decent prices. John Peake had a discussion with the folks at West Air (the FBO in the terminal building at Carroll County Airport, KDMW) and has secured a very good fuel rate for all our planes. We will receive the Residence/Tenant rate of \$4.09 gallon (as of Friday 7 Sept 07). In order to get this rate you MUST tell the person fueling the aircraft, as well as the person behind the counter doing the bill, that you are from Congressional Flying Club. This will get you the discount rate and, in turn, keep our rates stable. It is in our own best interest to do this whenever we can. Good job, John, and thanks!

❖ **BOB HAWKINS**

Maintenance thanks

I want to give a heartfelt "THANK YOU" to those who worked on the Cardinal and got her back in the air so quickly. You know, it's pretty impressive that CFC still does all of its own major maintenance. And this work is usually done by only a small minority of our organization.

So from those of us who push paper or flip burgers to get our work hours, let me say THANK YOU VERY MUCH for all of the work you mechanics, plane captains and gear-heads do for CFC. I'm pretty impressed!!

❖ **ADAM DONALDSON**

Chaplain's corner

[Not received at press time; look for Chaplain Edco's words of wisdom to return next month.]

❖ **CHAPLAIN (LTC) EDCO BAILEY, D. MIN.**

B.C.C.

Aircraft rates

Following are the current aircraft rates (tach, wet), as of 1 September 2007.

| | |
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| N25883 (C-152) | \$65.00 or less |
| N5135R (C-172) | \$75.00 |

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| N20300 (C-177) | \$86.00 |
| CAP | \$52.00 (Hobbs, dry) |

Crew chiefs

| A/C | Chief (Assistant) |
|--------|-----------------------------|
| N15624 | Dan Hayes |
| N20300 | John Peake (Dan Boyle) |
| N5135R | Vic McGonegal |
| N739BA | Dick Strock |
| N25883 | Ruth Hornseth (Bruce Drury) |
| N6429T | Gashaw Mengistu |

MCAA picnic

Mark your calendars and plan to join your friends and neighbors at the airpark on Saturday, 15 September, for MCAA's annual picnic and open house!

The fun begins at 11 a.m. with free food hot off the grill, cold soft drinks, and the sweet sound of airplane engines humming overhead. There will be plenty of exciting aircraft on display, including a brand-new Cirrus SR22, one of the hottest personal planes on the market today. For those of you who like to take your flying lower and slower, there will also be several light sport aircraft available for you to check out.

Representatives from the airport's resident flying clubs, including many flight instructors, will be out and about if you want to learn more about joining a club and taking flying lessons. And of course Montgomery Aviation will be open for business and available to provide more information about the products and services they have to offer.

If you're bringing the kids, there'll be plenty of entertainment for them including a paper airplane-making contest, moon bounce, and a face painter!

Children under 18 will also be eligible for free introductory flights sponsored by experienced local pilots.

Cardinal break-in period

Although the Cardinal is marked "Down for Maintenance," it can be flown. The first 20+ hours on a freshly overhauled engine are critical for the long term health of the engine. In order to fly the airplane you will need a complete operating briefing from the maintenance crew as to how to operate the engine, at least for the first 25 hours of operation.

The airplane can make local trips — say, as far as Ocean city or Lancaster. The limit is a nominal 100 to 110 NM from GAI. This way, if something goes amiss we can reasonably get to the plane and make any needed repairs.

If you want to fly the plane, make a backup reservation and contact crew chief **John Peake** to get a briefing. It should not take that long to get the required time on the engine, do an oil change, inspect the filter, and do a final tune up

This newsletter is published monthly by the Congressional Flying Club, Inc., and Montgomery Senior Squadron #18073, CAP. Unsigned articles represent the opinion of the editors, who are solely responsible for their content.

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Meetings: Every Tuesday at 2000 at the CAP Trailer, Montgomery County Airport (KGAI), Gaithersburg, MD

Physical address: Box 4, 7940-I Airpark Dr., Gaithersburg, MD 20879

Flying Club Board of Directors

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| Vice-President | Dick Strock |
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| Members at Large | Dan Golas, Dan Hayes, John Peake, Michael Regen, Dick Strock |

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| Work Hours Program | Stephen Bell, Michael Regen |
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CAP Squadron Administration

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| Commander | Bob Hawkins |
| Deputy Commander | Dave Burket |

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| Editors | Edco Bailey, Andy Smith |
| Production | Andy Smith, Sandy Gilmour |
| Mailing/Distribution | Chip Fleming, Dan Golas |

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on the aircraft.

At that point we will be back to normal operations.

❖ **BOB HAWKINS**

Gust locks

It has been brought to my attention and I have observed myself that the gust lock is not being installed on 35R after tie-down. Most likely the plane suffered serious damage due to this.

This is a serious offense to the safety of the aircraft and those flying them. A Flight Proficiency Board hearing is possible for anyone performing this and other acts contrary to good safety and care of our aircraft. Please follow the checklist and common sense when securing our aircraft.

❖ **JOHN PEAKE, SAFETY OFFICER CFC**

Work hours

Stephen Bell takes care of handing out work assignments. You can contact him by phone or e-mail (stephen.bell@gsa.gov).

Mike Regen takes care of recording the hours that you work. You can e-mail your work hours to me (capflyer071@yahoo.com). When sending them to me, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help me organize the e-mails for future reference if there are any discrepancies.

Thanks to all of you for stepping up and helping keep our club strong.

❖ **MICHAEL REGEN**

CFC picnic report

If you missed the picnic on 28 August, you missed a really good party. If you were there, you know it was a BLAST! If you are a beer drinker, you either got to sample some of Danny Boyle's home brew, or you missed out.

Thanks to everyone that lent a hand with food prep, the provision of goodies, cleaning up, and having a good time.

❖ **BOB HAWKINS**

Work hours monitor

September is the fourth month of the "work hours year," so by 30 September you should have 6.7 hours of credit.

Here are the work hours "waypoints" listed by quarter. If you have the indicated number of hours at the end of a quarter, you're on course.

| | | |
|-------|-------------|------|
| Qtr 1 | 31 August | 5.0 |
| Qtr 2 | 30 November | 10.0 |
| Qtr 3 | 28 February | 15.0 |
| Qtr 4 | 31 May | 20.0 |

If you're in doubt about your work hours, contact **Michael Regen**; if you're looking for jobs to do, contact **Steven Bell**.

Upcoming fly-ins

We have rescheduled the Latrobe monster brunch run for Sunday, 23 September. Leave at 0900, back early pm. This is just a little over an hour of very scenic countryside up there and the food is fabulous. LET ME KNOW ASAP if you want to go. I have a select few ready to go now, but plenty of room for more.

We are planning to go to Sportys on Sat, 20 October and eat a gross of free hotdogs (that sounds gross) to justify all the gas we are burning and then will overnight and go to the Air Force museum in Dayton. We need to know your intentions so we can start looking into rooms and stuff. Let me know at your earliest opportunity.

❖ **JOE STUBBLEFIELD**

First solo!

On Saturday afternoon, 18 August, **Todd O'Brien** soloed in the 152. He made three really nice landings. Todd had soloed at the National Flight Academy last month, but this (according to Todd) was "a lot more fun."

Congratulations to Todd for a job well done!

❖ **BOB HAWKINS**

Your flying account

Piotr Kulczakowicz and **Raj Uppoor** are the club flight-time accountants. Monthly flying account reports will now be generated by Piotr and/or Raj.

Reports are now being posted in the Files section of the *AircraftClubs.com* site. They will also

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will be available in a binder in the trailer about the 15th of each month for the prior month.

If you return to GAI after fuel has closed for the day and can't enter your fuel purchase in the aircraft logbook, e-mail Piotr at:

<mailto:go62onair@hotmail.com>

Also contact Piotr if you find discrepancies in your account.

[*This just in from Piotr ...*]

As you know, we experienced some problems with the accounting system. Then my hard drive crashed. This caused delays in posting the accounts.

Things seem to be under control now. Bob will soon post the accounts as of May 31. We'll be catching up with June and July accounting as soon as possible.

Please check the accounts against your records extra-thoroughly as they are posted, and report any problems.

Address for checks

Please note that the address to mail Congressional Flying Club checks is:

Congressional Flying Club
Box 4
7940-I Airpark Road
Gaithersburg, MD 20879

Checks can also be brought to the meetings, where **Bob Hawkins** and I will deposit them to the flying club account.

Thanks for your cooperation.

❖ **ZELICK (ALEX) WAGANHEIM**

Potomac TRACON tour

There will be a tour of the Potomac Consolidated TRACON on Saturday, 29 September at 0930. The TRACON is located at 3699 MacIntosh Dr., Warrenton, VA 20187.

There is also a seminar about the recent changes to the Washington DC ADIZ.

To register for this event, go to www.faa.gov/pct.

Flight sim on Yahoo Earth

Okay, just after I spent a ton of dough on new Flight Sim add-ons I came across this news:

Google Earth Flight Simulator

Google has just expanded Google Earth with Google Sky. As fascinating as Google Sky is, that's not the focus of this post. Along with the latest update comes a hidden feature of which I cannot seem to find any other information about. It's not in the release notes and a search on Google produces no results. Seems Google has done one of the unpublicized updates for which they are becoming well known.

More on this blogger's site at:

<http://marco-za.blogspot.com/2007/08/google-earth-flight-simulator.html>

Full controls for Google Flight Sim are at:

<http://earth.google.com/intl/en/userguide/v4/flight-sim/index.html>

Have fun.

❖ **BRYAN ABSHER**

Funny stuff

[*This month's contribution comes from Joe Stubblefield.*]

From a U.S. Air Force manual: "It is generally inadvisable to eject directly over the area you just bombed."

No! Ya think?

❖ **ANDY SMITH**

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President's message

As we go to press, we are closing in on finishing up the annual on the 152. Meanwhile, the rest of our aircraft are running fine. The Cardinal engine is approaching the 25 hour evaluation point and appears to be operating within the expected parameters. I hope we'll be able to release the plane for general use shortly.

You will notice that there are new parking spot lines/marks for the CAP aircraft, 739BA, and 20300. These marks are so that we will have a bit more clearance when putting the planes away, starting up, and taxiing out. Please do your best to put these aircraft on their marks.

December is not that far off, and with it comes our annual election cycle. **Sam Fenati** has agreed to be the Chairman of the nominating committee for the upcoming election. I encourage you to volunteer to serve the club by running for one of the three seats on the Board. Or, if you think you can do a better job... run for President! So far, **Ruth Hornseth** has agreed to run for the Board. You go girl!

Anyone else have the time and the interest? Please contact Sam.

I have agreed to run for President for another year. Guess I'm having too much fun!

Want to try something challenging? Log on to the Aviation Safety Foundation web site (www.aopa.org/asf/online_courses) and take the mini course. It's FREE and a lot of fun. For the instrument student/flyer it will get your attention, and for the VFR pilot it will give you a taste of how your instrument buddies deal with IFR flying. This course is listed on p. 20 of the October

issue of *AOPA Pilot*

(www.asf.org/chartchallengevor), but I couldn't get the link specified in the article to work. You can get to the course by scrolling down to the GPS for IFR operations and then click on more and you will eventually find the link to the above course. The AOPA link worked for me. Have fun.

Meanwhile, **Jennifer Langevin** got her instrument ticket on 4 October. Jenn is one of our cadets currently in college (Aviation Major), so many of you may not recognize her name as she is only seen during summer break. (She says she'll do the beer thing as soon as she is old enough and back here.)

❖ **BOB HAWKINS**

Waypoints

Recent accomplishments of CFC Members:

Daniel Secret: Solo in the 172 (35R)

Andy Mullen: CFII

Jennifer Langevin: Instrument Rating

❖ **DICK STROCK**

Chaplain's corner

Psalm 16:6 — "The lines have fallen unto me in pleasant places; yea, I have a goodly heritage." These words of the psalm writer affirm appreciation for the goodness that he considers as coming from God. The concept of the division and reception of a desirable portion of land is present in the verse. Some lines run through hills, rocks, valleys, rivers or marsh. A level, tillable and fertile piece of land protected from enemies would be most welcome. When the survey lines run through pleasant places, yes, that is a very welcome blessing! The concept is ancient and topographical. We can make the concept contemporary by adding the dimension of air and space. Then the lines and survey include good unencumbered flying space. How many ways can you conceive of pleasant flying? Just enough but not too much bureaucratic regulation, just enough and plenty more of pleasant weather, good time between bottle and throttle, fully fit man and machine, current flight proficiency, competent ground control, excellent global positioning system assistance, and all the other desirable aspects of safe, pleasant and wonderful flying. May we be able to affirm that

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for each and all of us in flying, the lines have fallen unto us in pleasant places. We have a goodly heritage, a blessing from the Lord who helps us with our hobby and play in the good and spacious place of God! Amen.

❖ **CHAPLAIN (LTC) EDCO BAILEY, D. MIN.**
B.C.C.

Aircraft rates

Following are the current aircraft rates (tach, wet), as of 1 October 2007.

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| N6429T | Gashaw Mengistu |

Gust locks

It has been brought to my attention and I have observed myself that gust locks are not being installed on our aircraft at times. 35R most likely suffered serious damage due to this type of action last summer.

This is a serious offense to the safety of the aircraft and those flying them. A Flight Proficiency Board hearing is possible for anyone performing this and other acts contrary to good safety and care of our aircraft. Please follow the checklist and common sense when securing our aircraft.

❖ **JOHN PEAKE, SAFETY OFFICER CFC**

Plane wash

The plane wash on 6 October is history. Thanks go to:

- **Phil Carls**, who got to GAI very early in the morning and washed most of 35R
- **Bill Hughes**, for reserving the wash space and supplying some of the materials (and maybe helping Phil that morning)
- **Judy Bradt**, for getting on the creeper and under 624 and cleaning a two (or more) year accumulation of grime under the wings and the belly (note to self: bring a camera next time!)
- **Don Koss**, for helping with washing and waxing 29T
- **Alex Wagaheim**, for finishing up 35R and helping with 624
- **Bryan Absher**, for helping with 29T and 624
- **Ian** (Bryan's son) for helping out washing and waxing 624 and 35R

Wash and wax is done on 35R and 29T. At least half of the waxing is done on 624 but it is not

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| Production | Andy Smith, Sandy Gilmour |
| Mailing/Distribution | Chip Fleming, Dan Golas |

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completed. Alex or I will get to it in the next couple of days.

Go fly and enjoy!

❖ **GASHAW MENGISTU**

Work hours

Stephen Bell takes care of handing out work assignments. You can contact him by phone or e-mail (stephen.bell@gsa.gov).

Mike Regen takes care of recording the hours that you work. You can e-mail your work hours to me (capflyer071@yahoo.com). When sending them to me, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help me organize the e-mails for future reference if there are any discrepancies.

Thanks to all of you for stepping up and helping keep our club strong.

❖ **MICHAEL REGEN**

Work hours monitor

October is the fifth month of the "work hours year," so by 31 October you should have 8.3 hours of credit.

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If you're in doubt about your work hours, contact **Michael Regen**; if you're looking for jobs to do, contact **Steven Bell**.

Upcoming fly-ins

The Sporty's deal has fizzled out; must be a recession on. We will release 9BA to Dick but we still have some options to get a few folks together for a "local" breakfast run. Reply with your desires of where to go and we will get our act together to do what the group consensus comes to — York, Easton, Cambridge, Georgetown???? Vote with a reply and we will make you happy ... maybe.

❖ **JOE STUBBLEFIELD**

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants. Monthly flying account reports will now be generated by Piotr and/or Raj.

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<mailto:go62onair@hotmail.com>

Also contact Piotr if you find discrepancies in your account.

Hagerstown 3 – the epilogue

[*Editor's note: This is the fourth part of the trilogy, courtesy of Joe Stubblefield.*]

There I was at 10,000 feet (poker expression for "had outlasted 7,800 people in the tournament"), and the phone rings. It was **Gashaw** wanting me to come pick up the "Hagerstown 3" who were weathered in at HGR. I quickly suggested nearby motels and then succumbed to his begging.

I could actually have been among them except for the fact that all three showed up for the early morning departure (I was first alternate to ride along in the soup). I expected a phone call early in the a.m. to come fill the back seat until I rolled over and checked the AWOS at GAI and it sounded VERY dreary and I assumed they would not even launch. What do I know? I am just a VFR pilot, never been stranded — yet.

After I went by GAI around lunchtime and discovered they had actually launched I called Gashaw just to see if they made it back to the ground safely somewhere. They mistook my concern for the airplane as caring for their keeping on some sort of schedule and getting home before the next day. He simply said they were having lunch at Altoona and saved me all the drama about trying to find the airport at treetop level (minimums).

I went back home and got into an online poker tourney with about 8,700 people and was actually leading the thing with about 900 left to eliminate to qualify for a real money tournament

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Gaithersburg, MD (KGAI)

October 2007

when the phone rings from HGR. Geeeeeze. OK, here I come to HGR, putting my poker status on "sitting out," and ended up finishing 134th and did not play for the last 3 hours or so — not good enough to get into the money. The reward of helping friends in need was all I got, plus some calamari, a beer, my gas and a promise from the three that they would always defend my honor as a good pilot. Oh yeah, and a favor from each of them whenever I need it. Not a bad deal when you think of it. After dropping the crew car back at Rider Jet, we launched in the Lincoln — had a real hard time just getting off the airport because the fog was so thick-- visibility was maybe 30 feet. The best part really was just being able to razz them until, as Adam put it, it becomes my turn after I get stranded. Three "get out of jail free" cards sure will soften the blow though.

Seriously, I was tickled to death that they did not decide to try to come on in and get caught aloft with no good way to get down. That 9BA IS a good airplane.

❖ **JOE STUBBLEFIELD**

Address for checks

Please note that the address to mail Congressional Flying Club checks is:

Congressional Flying Club
Box 4
7940-I Airpark Road
Gaithersburg, MD 20879

Checks can also be brought to the meetings, where **Bob Hawkins** and I will deposit them to the flying club account.

Thanks for your cooperation.

❖ **ZELICK (ALEX) WAGANHEIM**

Funny stuff

[*This month's contribution comes from **Bob Hawkins.***]

A man suspects his wife is having an affair with a pilot, but she keeps denying it until finally the husband just knew...when his wife said: "Honey, I've told you once, I've told you twice, I've told you niner thousand times, negative on the affair!"

❖ **ANDY SMITH**

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President's message

First I'd like to welcome aboard four new members; **David DiNardo, Raymond Fields, Donald Koss, and John Rabner**. Also, we have two fairly new members, **Sonia Ortega** and **Alan Schroeder**, both of whom travel a lot. So, if you see someone you don't recognize please introduce yourself and welcome them aboard. [Editor's note: *If you see someone you don't recognize at a Club meeting, it could even be the newsletter editor < sigh >.*] Remember how it was when you were new to the club! Everyone was a bit of a stranger, yet you were welcomed with a smile. Pass that on to our new members, or maybe to an old member that you haven't seen in a while. In any case, don't be afraid to say Hi! I'm (fill in the blank). {Copy Editor's note: Or you could use your real name.}

Meanwhile, as we go to press we are finishing up our first annual inspection on the 152. As we have done with our other newly acquired aircraft we have made a number of repairs to stabilize the plane, bring it up to a better than average condition, and minimize future repairs (and, of course) potential problems when we are using the plane. **Dick Strock, John Peake, Phil Carls, and Ruth Hornseth** are among those who have put in lots of hours working on "Little Dragon."

As fall settles in, it is a good idea to review your plans and procedures for **cold-weather flying**. Frost on the wing is a NO-GO item. With the wider temperature variations from night to day there is a greater probability of water in the fuel. Don't be shy about draining a good amount of fuel to check for water. With the GATS jar it is an easy thing to pour the uncontaminated fuel

back into the tank through the built-in filter. Of course, dress warmly so that you can do a careful preflight without freezing your butt off!

The Trams fund has club/squadron shirts for sale (\$30 each) including your name. You can specify all cotton if you like, and they are available with or without the "Montgomery Squadron" line under the dragon logo. Baseball hats are also available (\$12) with the dragon logo. All proceeds over cost go to the Trams Fund. While I'm on the subject of the Trams fund, let me suggest in this holiday season that you to make a charitable donation to it. It has no overhead costs, and so all the money donated is used to help youngsters who are interested in aviation, but can't afford it.

Some CAP related news...

I was able to attend the Maryland Wing Conference this year and in the process to represent both the squadron and the flying club. I had the opportunity to participate in the new (and required) CAP water survival class, which was informative and fun. CAP is making a real effort to support pilots by providing standardized survival and emergency equipment — but more importantly, equipment that addresses the safety and survival of aircrews should something happen.

The flying club (that is, the Trams Fund) sponsored a reception for the cadets. The cadets had a Masquerade Ball on Friday evening and our Trams Fund provided the sodas for the event. We also displayed a BIG picture of "Little Dragon." On Saturday evening the Fund sponsored a reception for the Seniors — before the CAP Military Ball and dinner — with more pictures of the 152 and a brochure explaining about the Trams Fund and how it has supported CAP Aerospace Education over the last 25 years. This came as quite a surprise to a lot of Maryland Wing CAP members. One lady was so impressed that she gave me a check for the Fund that evening! Our "Bad Boys" reputation just might have been polished up a bit! I've got to watch that.

Also, I was able to attend the CAP National Check Pilot's course the weekend of 3–4 November. The basic CAP Form 5 rides (check rides) have not changed significantly, nor has the paperwork. The administrative and paperwork side of the ride has been shifted somewhat. This is due to the pending conversion

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from an all-paper system to an on-line system. So, the bottom line is that it is going to be easier to administer the rides. The transition to the on-line system will take some time and undoubtedly have any number of "glitches" in the process. Meanwhile there have been some improvements in the overall process. It is not all that difficult to get a CAPF5 ride – in a 172 (ours) and that sets you up for all kinds of other training and certifications.

I don't see us getting one of the new glass cockpit 182s for a couple of years, or perhaps longer. Actually, this may be to our advantage. We are all familiar with computers and their frequent software upgrades; we are also familiar with the old adage "don't buy version 1 of any software." Both situations apply to the new 182 glass aircraft. Did I mention that they just had a major software upgrade to the glass system? Need I say more? Also, Cessna recently finalized (read changed) their configuration such that all future glass cockpit aircraft will have both Garmin glass systems and Garmin autopilots. Should I point out that the current glass aircraft don't have this match? I just love those "one of a kind" configurations. Additionally, the CAP aircraft have a unique communications stack for the observer and it is integrated into the overall communications system. All of this adds up to a more complex aircraft as far as the electronic systems go. We still have a lot to learn and we can effectively use the 182RG to keep our skill levels up and maintain our proficiency. Besides, where else can you get use of a 182RG so cheaply — you can get RG rated, get your commercial or CFI rating! There are some advantages!

CAP's mission is gradually changing, while at the same time staying the same. Getting on board with scanner, observer, and mission pilot ratings is probably not a bad thing. Guess I'll have to get my mission pilot rating re-established.

Fly Safe.

❖ **BOB HAWKINS**

Waypoints

Recent accomplishments of CFC Members:

John Rabner: Commercial Rating

Gashaw Mengistu: CAP Mission Pilot

❖ **DICK STROCK**

FAA Presentation 27 November

Congressional Flying Club will be hosting Guest Speaker **Susan Parson** on Tuesday, 27 November at 1930 in the Montgomery Aviation Ltd. hangar. Her topics will be preflight weather planning, weather self-briefings, and weather decision making.

Susan Parson is a Special Assistant in Flight Standards' General Aviation and Commercial Division and serves as a safety counselor with the Washington FSDO. She is a Master CFI, and a check pilot and deputy safety director for the Virginia Wing of the Civil Air Patrol.

Mark your calendar and join us at the MAL hangar for an informative presentation. (Note the time change — 1930 instead of 2000.)

❖ **DICK STROCK**

This newsletter is published monthly by the Congressional Flying Club, Inc., and Montgomery Senior Squadron #18073, CAP. Unsigned articles represent the opinion of the editors, who are solely responsible for their content.

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Physical address: Box 4, 7940-I Airpark Dr., Gaithersburg, MD 20879

Flying Club Board of Directors

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| Vice-President | Dick Strock |
| Secretary | TBD |
| Treasurer | TBD |
| Members at Large | Dan Golas, Dan Hayes, John Peake, Michael Regen, Dick Strock |

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CAP Squadron Administration

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Chaplain's corner

Weather is quite a marvelous phenomenon. It is local, but it is also broad and widespread. Conditions can send a tower of air upward. Conditions can send a column of air downward. There is power and force in the weather. Heat is a constant factor in what the weather does or does not do. Wind, rain, ice, visibility, humidity, terrain, and so much more affect the weather and flying conditions. The wind blows where it will; we hear the sound thereof, but do not control it. In ancient times it is written that we knew little about where the wind came from or where it went. (This was before radar.) The wind blows where it will: A fit metaphor for the spirit of God is the wind. (John 3:8) It is not easy for any of us to understand the whys and wherefores of life. Things happen. Good things and difficult things happen to good people and to ill-disciplined people, and events can seem rather random sometimes. Yet in all that happens to any and to all of us, there is purpose. The spirit takes each of us on the journey that leads to eternity and home, and grants us lessons along the way that afford opportunity to develop character. The weather is rather marvelous, physical or spiritual. May we study well the charts, forecasts and sacred scriptures for knowledge, understanding and wisdom that help us along the flight and journey home. Amen.

❖ **CHAPLAIN (LTC) EDCO BAILEY, D. MIN.**
B.C.C.

Aircraft rates

Following are the current aircraft rates (tach, wet), as of 1 November 2007.

| | |
|--------------------|----------------------|
| N25883 (C-152) | \$65.00 or less |
| N5135R (C-172) | \$75.00 |
| N739BA (C-172) | \$77.00 |
| N15624 (PA-28-235) | \$110.00 |
| N20300 (C-177) | \$86.00 |
| CAP | \$52.00 (Hobbs, dry) |

Crew chiefs

| A/C | Chief (Assistant) |
|--------|------------------------|
| N15624 | Dan Hayes |
| N20300 | John Peake (Dan Boyle) |

| A/C | Chief (Assistant) |
|--------|-----------------------------|
| N5135R | Vic McGonegal |
| N739BA | Dick Strock |
| N25883 | Ruth Hornseth (Bruce Drury) |
| N6429T | Gashaw Mengistu |

ESN tower

There's a new control tower at Maryland's Easton/Newnam Field (ESN), but because of some FAA paperwork issues, the Class D airspace doesn't officially exist yet. The tower is supposed to open soon, but the Class D airspace won't become effective and charted until 14 February. Pilots are cautioned that in the meantime they will still need clearances for landings and takeoffs. Check airport Notams before you fly.

❖ **BILL HUGHES**

Work hours

Stephen Bell takes care of handing out work assignments. You can contact him by phone or e-mail (stephen.bell@gsa.gov).

Mike Regen takes care of recording the hours that you work. You can e-mail your work hours to me (capflyer071@yahoo.com). When sending them to me, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help me organize the e-mails for future reference if there are any discrepancies.

Thanks to all of you for stepping up and helping keep our club strong.

❖ **MICHAEL REGEN**

Work hours monitor

November is the sixth month of the "work hours year," so by 30 November you should have 10 hours of credit.

Here are the work hours "waypoints" listed by quarter. If you have the indicated number of hours at the end of a quarter, you're on course.

| | | |
|-------|-------------|------|
| Qtr 1 | 31 August | 5.0 |
| Qtr 2 | 30 November | 10.0 |
| Qtr 3 | 28 February | 15.0 |
| Qtr 4 | 31 May | 20.0 |

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If you're in doubt about your work hours, contact **Michael Regen**; if you're looking for jobs to do, contact **Steven Bell**.

Upcoming fly-ins

The annual Holly Run to Tangier Island is set for the first Saturday in December. Leave GAI in time to get to Cambridge by 1000 or so to pick up bags of holly to help decorate Tangier Island. You might even get to haul Santa.

Go early for breakfast if you want. Might plan on a lunch at Tangier, great crab cake sandwich there, as good as I have had. This year some of the locals will be sharing about life on the island at the reception for the holly haulers at the church.

Let me know if you plan on going. Alex will be taking the Mooney too, so plenty of room for all the merrymakers. Book it now!!!

❖ **JOE STUBBLEFIELD**

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants. Monthly flying account reports will now be generated by Piotr and/or Raj.

Reports are now being posted in the Files section of the *AircraftClubs.com* site. They will also be available in a binder in the trailer about the 15th of each month for the prior month.

If you return to GAI after fuel has closed for the day and can't enter your fuel purchase in the aircraft logbook, e-mail Piotr at:

<mailto:go62onair@hotmail.com>

Also contact Piotr if you find discrepancies in your account.

Address for checks

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Checks can also be brought to the meetings, where **Bob Hawkins** and I will deposit them to the flying club account.

Thanks for your cooperation.

❖ **ZELICK (ALEX) WAGANHEIM**

BoD Elections Coming 4 Dec.

Elections will be held on December 4th just prior to the regular meeting. **Bob Hawkins** is running for President unopposed. The Board has 3 seats available. Candidates are **Bryan Absher, Steven Bushby, Dan Golas, Dan Hayes, Ruth Hornseth, Gashaw Mengistu and Alexander Plomp**. Let your voice be heard. Come to the meeting and vote.

At their midterm and remaining on the Board are **John Peake, Michael Regen and Richard Stroock**. A sincere thanks to **Bob Hawkins** and all the Board members currently serving.

❖ **SAM FENATI**

CHAIRMAN, ELECTIONS COMMITTEE

Funny stuff

[This month's contribution comes from **Dan Hayes**.]

A man boarded an airplane in New Orleans, with a box of crabs. A female crew member took the box and promised to put it in the crew's refrigerator, which she did.

The man firmly advised her that he was holding her personally responsible for the crabs staying frozen, and proceeded to rant and rave about what would happen if she let the crabs thaw out.

Shortly before landing in New York, she announced to the entire cabin, "Would the gentleman who gave me the crabs in New Orleans please raise your hand?"

Not one hand went up ... so she took them home and ate them herself.

❖ **ANDY SMITH**

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President's message

On behalf of the Board of Directors and myself I wish you seasons' greetings. With the New Year comes some changes to our Board of Directors — a little new blood to keep things moving. Our Board members are: **Bryan Absher** (new), **Arjan Plomp** (re-elected), and **Ruth Hornseth** (new). **Sam Fenati** did a great job managing the elections.

With the holiday season you get a number of solicitations for contributions. We are no different, so I ask that you remember The Trams Fund this holiday season. The Fund provides scholarships to local cadets (in need) that want to learn how to fly or are just interested in aviation. **Mike Regen** gave me a nice check for the Trams Fund as a way of thanking all us for the help we have provided him in putting his new homebuilt (RV7) aircraft together. By the way, congratulations Mike — it looks and flies like a really cool airplane. [Ed note: see story in this issue.]

I would also like to note that the Fund frequently purchases stuff for CFC that just is not in our budget or operating scope. Most of these are safety related items, such as a borescope, so we can see the inside of the engine when we are doing inspections. The Fund also purchased a video projector for the club so we can improve our safety presentations. In a way, contributions you make to the Fund come back and support our own operation. Think about it — and write a check to the Trams fund and drop it

off at the next meeting, or just drop it in the mail. Charity does begin at home.

We are still (at this writing) struggling with completing the annual inspection on the 152. The primary delays have been the lack of personnel to actually work on the plane. While we have done a number of repairs and renovations — the most significant being the repair of the rudder — most of the fixes have been minor but very time consuming. **Dick Strock**, **Doug Holly** (new guy), **Todd O'Brien** (cadet member and student pilot), **Ruth Hornseth** (crew chief and new member of the Board), **John Peake** (old guy), **Bill Hughes** (an even older guy), and a few others have done the majority of the work. We should have the plane back on line by the time this edition of the newsletter goes to press.

Fly Safe.

❖ **BOB HAWKINS**

Holiday schedule note

Both Christmas day and New Year's Day fall on a Tuesday this season. As is our custom, there will be no meeting on either of these days.

Have a GREAT Holiday.

Bob and the BoD

Rules violation

The Club took action recently in obtaining the resignation of one of our members based on the recommendation of the CFC Flight Proficiency Board. The Board of Directors on 13 November asked the member for his resignation, which was submitted the following morning and accepted by the Board. Both Boards determined that the individual involved had violated club rules and had operated our aircraft in a manner inconsistent with the Club's good operating procedures and practices.

The Board of Directors is fully aware of the seriousness of the action taken, but nothing is more important to our membership than the safe operation of Club aircraft at all times. Unsafe practices and violation of Club rules, which exist to assure safety, will not be tolerated.

❖ **BOB HAWKINS**

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Chaplain's corner

Gifts come in varying shapes and sizes, and have meanings great and small. Gifts reflect both the concern and the ability of the giver. Gifts also reflect the will and intent as well as the wish of the giver. One might want to give much but might not be able to do so. A small gift that represents a big heart is given. It is commendable and commands great respect. A large gift that is given from a small heart is less gracious, despite the fact that it might provide a much greater assist. What is the type of gift that you like most? Maybe it is a few moments spent dining together with a friend over lunch. Perhaps a great gift for you is just the regular reliability and consistency of a co-worker at the caring task. Sometimes a gift might be taken for granted, but this should not be done if we value and respect the giver.

Every good gift is valuable, and should never suggest that we reduce our effort to provide excellence of intention, service and work for the best outcomes. If a gift makes us lessen our effort to exert full effort in our work and faith, it does more harm than good. See the gift as a gracious assist rather than as the source of all of our hope, --unless, of course, it is the gift without which we could not prevail! A gift is an expression of love. As love is of God, a gift is indeed an expression of God's love. It is written in sacred scripture, "Every good gift and every perfect present comes down from God, the Creator of the heavenly lights, who does not change..." (James 1:17 TEV)

When a gift is genuine, of ultimate value, and cheers the heart, it is indeed a good gift. In this season of giving, let us remember the great gift of the holiday season, the gift of light, life, eternal hope and good cheer from God. Amen!

❖ **CHAPLAIN (LTC) EDCO BAILEY, D. MIN.**
B.C.C.

Aircraft rates

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| N739BA | Dick Strock |
| N25883 | Ruth Hornseth (Bruce Drury) |
| N6429T | Gashaw Mengistu |

Terminal access at GAI

Airport manager **John Luke** reports: Effective immediately, the back door on the upstairs level of the terminal may be accessed after hours by

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dialing in the normal gate code.

This change will allow travelers and crew alike to use the building facilities at all times when necessary. The downstairs door **MUST** remain locked; thus all ingress and egress after hours **MUST** be through the upstairs door. Thanks for your cooperation.

Work hours

Ray Fields (raymondfields@mail.nih.gov) has taken over work hour coordination; contact Ray to find out what jobs are available. Thanks, Ray, for taking this on!

Mike Regen takes care of recording the hours that you work. You can e-mail your work hours to me (capflyer071@yahoo.com). When sending them to me, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help me organize the e-mails for future reference if there are any discrepancies.

Thanks to all of you for stepping up and helping keep our club strong.

❖ **MICHAEL REGEN**

Fuel costs

The current price for fuel at GAI is \$5.50 per gallon. Most of our members have been diligent in obtaining fuel elsewhere at a lower price.

Our chargeback cost is based on fuel costing less than \$4.50 per gallon. Since our members have been buying fuel elsewhere we have until now managed not to raise our chargeback rate.

However, effective 1 December we were forced to raise our rates as follows:

152 = \$65/hour

172 (35R) = \$78

172 (9BA) = \$80

177 (300) = \$90

235 (624) = \$111

Just for comparison:

BW1 is \$7.03/gallon - @Signature. That's only 5.5 cents per ounce — still cheaper than most bottled water, but still below Starbucks' per ounce.

Self-serve fuel at FDK is \$5.06 per gallon; from the truck it is \$5.39 per gallon (so called full service).

Fuel at Clearview was recently reported at \$4.29 gallon.

The current cost of fuel at Carroll County (WestAir) is \$4.59 per gallon.

We are recommending WestAir as we have a discount agreement with them. You have to tell them that you are from Congressional Flying Club and that you get a discount. Be careful as the WestAir competitor is very aggressive and will bring his truck up to the plane without your asking.

❖ **BOB HAWKINS**

Work hours monitor

December is the seventh month of the "work hours year," so by 31 December you should have 11.7 hours of credit.

Here are the work hours "waypoints" listed by quarter. If you have the indicated number of hours at the end of a quarter, you're on course.

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| Qtr 3 | 28 February | 15.0 |
| Qtr 4 | 31 May | 20.0 |

If you're in doubt about your work hours, contact **Michael Regen**; if you're looking for jobs to do, contact **Steven Bell**.

First flight!

Just wanted to let everyone know that N174MR made its maiden flight today [25 November - Ed.]. The flight went so well that I made a second flight after lunch.

There are a lot of club members who have taken an interest and many who have lent a hand from time to time. It would be difficult to name everyone that helped because I would probably miss someone, but I do want to say a special thank you to **Bob Hawkins**, whom I have bugged to no end for the last year and who never said "no" to giving advice, finding parts, helping weigh the plane, and looking it over from time to time to be sure I wasn't doing something stupid.

Arjan and **Eric** flew chase in the Cardinal and took some video from the air. **Ruth** and her husband, along with **Alex Gertsen** (the guy with the Mooney who sleeps all day at Oshkosh),

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filmed from the ground, so stay tuned as there is confirmation of the event to be seen after it's put together.

❖ MICHAEL REGEN

Holly Run report

For the past 40 years pilots from around Maryland, Virginia, Washington, and Delaware have been making a Christmas run to Tangier Island. Tangier is one of two inhabited islands in the Chesapeake Bay that do not have a bridge to land. Six hundred people live on the island, with a large senior citizen population. The main industry is fishing, which is becoming very difficult in the bay. Forty years ago a lawyer from Cambridge who used to fly down to Tangier on business started to bring holly boughs for the residents to decorate the local church.

On 1 December, 22 aircraft made this year's run, and it was a wonderful start to the holiday season. It started out a bit windy but crisp and clear for flying with great views. When we arrived at Cambridge we had a briefing for the flight to Tangier. It seems they do not have a specific plan for Santa and made several pleas for someone to fly him. We had not planned to take Santa and our aircraft were full. **Bill Hughes, Bryan Absher**, and his children filled N5135R. N739BA had **Tanya and Piotr Kulczakowicz**, along with this reporter, so although we had a seat, weight was a problem. As it became clear no one had room for Santa, the Reluctant Dragons put their heads together and saved the day. We shuffled some passengers, with **Ingrid Absher**, who is quite light and thought it was pretty cool to fly with Santa, swapping with Doug. This shifted a significant amount of weight from 9BA so Piotr could carry Santa. It was a bit of an effort fitting him into the aircraft. As you will see in the picture below, he is a big guy. He does not need any padding to play Santa, and the hair is all his.

Santa has been at this for a number of years and purchases and pays for the gifts himself. He is a "right jolly old elf" as the saying goes, joking and laughing with everyone. Once you get to Tangier, you see why he does it.



Santa preparing to board N739BA

Tangier is a simple place. It is like going back into the 50's. The island is populated with hard-working, friendly, folks who have a strong sense of community, and put a lot of effort into making sure the local children are taken care of.



On short final for TGI Rwy 02

We stopped by the community center of the church before Santa arrived and you would not believe the air of expectation. They started to sing Christmas Carols that a woman played on the piano. As they sang Jingle Bells, Santa arrived. The wide eyes and squeals of delight were heartening. Santa had each child come up and sit on his lap, tell him what he wanted for Christmas and gave each a toy.

The pilots then went over to the church and the local pastor/mayor/funeral director (one person played all those roles and he also worked at the health clinic) told us about life on the island. It is rapidly changing and a tough one. They sang a hymn for the pilots, "Lord, Guard and Guide the

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Men Who Fly." We sang along, but it is a good thing we fly better than we sing.



Santa with the kids on Tangier Island

We then toured the island; it is charming old fishing village and a piece of America that is quickly fading. But the smiles and thrill of the children at seeing Santa was priceless.

Editor's note: more pictures of this year's Holly Run can be found at <http://picasaweb.google.com/Doug.Holly/TangierIslandHollyRun2007?authkey=FVklfs0XKIQ>.

❖ DOUG HOLLY

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants. Monthly flying account reports will now be generated by Piotr and/or Raj.

Reports are now being posted in the Files section of the *AircraftClubs.com* site. They will also be available in a binder in the trailer about the 15th of each month for the prior month.

If you return to GAI after fuel has closed for the day and can't enter your fuel purchase in the aircraft logbook, e-mail Piotr at:

<mailto:go62onair@hotmail.com>

Also contact Piotr if you find discrepancies in your account.

Ode to N259ER

I got quite a shock to the system upon landing on 1 December and seeing an old friend woven into the trees.

I've lost pets and horses raised by hand, but I didn't know you could get so attached to inani-

mate things. I liked seeing that plane around the patch, hearing it get squawk codes into the ADIZ, etc.

I finished my primary training in that plane, hauled Annabelle for a ride, hauled my first passengers and got Barbara to go for the only ride she has ever taken with me in that plane — went thru the flyway to Bay Bridge in heavy haze without a GPS.

There were always a handful of screws that needed replacing, but it was a great performer. This plane was one of the best performing 172s I have ever flown. The other was N7604G. Maybe they can put another set of wings on it. I miss both of those planes, Dave, Don, Bill, and a few good horses I have had the pleasure of knowing as well. Heck, I even miss a couple of cats and admit it. But I would trade all the cats for either one of those airplanes.

❖ JOE STUBBLEFIELD

Watch where you park!

A warning to those who park at the Gentleman Jim's on Tuesdays... I received a \$50 ticket for parking in the inner circle, which has been used as overflow parking for years. Why I received the ticket is a mystery to me, but if you want to avoid another hassle in life don't park there.

❖ RUTH HORNSETH

Address for checks

Please note that the address to mail Congressional Flying Club checks is:

Congressional Flying Club
Box 4
7940-I Airpark Road
Gaithersburg, MD 20879

Checks can also be brought to the meetings, where **Bob Hawkins** and I will deposit them to the flying club account.

Thanks for your cooperation.

❖ ZELICK (ALEX) WAGANHEIM

Funny stuff

CFC'er Allan Wright, enjoying his retirement in Wilmington, NC, sent in the following contribution:

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THE WEEK is a news magazine, weekly, obviously. On page 8 of the Nov. 16, 2007 issue, under the page heading of "News" and in a below the fold box was a piece entitled

GOOD WEEK FOR:

Speaking up, after passengers aboard a Sri Lankan Airlines flight from London to Colombo rebelled and refused to let the plane take off because it was missing a jagged, 5-foot section of one wing, sheared off in an accident the previous day. Sri Lankan Airlines insists the plane could have flown safely, explaining that the tips of the wings "are purely for aerodynamics."

Can you believe!? In those happy years I spent trying to help in hangar Hotel 5, I always thought that wing damage was serious, even hangar rash. Now I know better. Patient crew chiefs gently guided me all that time, when today I realize that they were saying under their breath, "Spare me from such ignorant, incompetent volunteers!"

❖ **ANDY SMITH**