

The Congressional Record

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

Vol. 26, No. 1

Gaithersburg, MD (KGAI)

January 2008

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President's message

As we start a new year we have many opportunities before us. We also need to recognize our accomplishments. **Dick Strock** has a good review of what we have done in the last year — please read his article! This coming year we need to address the issue of better quality radios and perhaps standardizing our GPS's. There are lots of other challenges in just our day to day operations. Everyone seems to be doing a pretty good job of buying fuel elsewhere and keeping our costs down. We were able to hold off raising our costs and rates for several months as a result of this diligence; furthermore, we were able to minimize that increase. Keep up the good work.

I'd like to welcome **Chip Fleming** back. A couple of years ago he went on inactive status so he could get some additional schooling (his MBA) and now that he has completed that, he is trying to get his life back to normal. Chip says he kept track of us by reading all the e-mail traffic; he also said it "kept him in touch with the gang." I also got a couple of messages from Greg Costello — in Afghanistan . He is alive and well and SAFE! I know that we all hope he stays safe and will be home soon.

I've gotten a couple of nice-size checks for the Trams Fund. Each year the fund provides scholarships for a deserving youngster to attend the National Flight Academy or for flying lessons in general. The fund also provides us with an occasional piece of equipment to make our life easier — like a borescope, a projector, or something similar that just isn't in our budget. I en-

courage each of you to make a contribution to the Fund. It will make you feel good! And, of course we can help a deserving youngster as well as ourselves, on occasion. This summer we have three cadets who want to attend the NFA, and one of them really needs some financial help. On top of that the tuition has increased to \$1,000 (it has been \$650 for the last few years). I'll keep you posted on the situation with our needy cadet.

I should also point out that a number of us like to lend a hand with the overall management and running of the NFA; everything from driving a van to teaching. Last year we took the 152 down and the NFA used it for one of the students — she was almost five feet tall and could not see over the instrument panel of a 172 (even with a cushion). By the way, she is the one who named the plane "The Little Red Dragon". We plan on taking the 152 again this year.

❖ **BOB HAWKINS**

Careful with the Pre-heater!

Dick Strock and I made emergency repairs to the "lawn mower" pre-heater. In spite of the warm weather it will get COLD again. If you use this pre-heater please do not leave it unattended while it is running or any pre-heater for that manner. This pre-heater has served us well for many years and its nice feature is that it runs on the fuel you drain from the plane during your pre-flight. Starting it requires some effort and priming the carb. by removing the air filter helps. The larger pre-heater presently located in the hangar is much faster to heat the engine and in fact it puts out too much heat. We need someone with some technical ability to design and fabricate an adapter to the hose to reduce the heat going into the engine. Perhaps they could also shower some TLC on the mower heater. The aircraft maintenance people need this help since we would rather devote our time to the planes themselves and the time to do this work can be done off normal M-F work hours. Please help.

❖ **JOHN PEAKE**

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Chaplain's corner

FLY SAFE AND WELL IN 2008

I think one of my New Year's resolutions ought to take into consideration an elderly couple whom I have noticed for 15 years. They come and go at the hospital like clockwork. You can depend that if it's Friday, they will be at the hospital. I understand that for 50 years the husband found other places to go and things to do; he was surely not much concerned with the hospital. The wife, too, had appointments and other places to go. The hospital was not one of her favorite places. Recently, she told me a wonderful story of how her husband forced her to learn to drive in the early 1940's. It seems that he took her for a nice Sunday afternoon drive on the then major north-south highway between Washington and Baltimore. It was U.S. Route 1. At some point he stopped the car, and told her to exchange seats, and drive. She said it was an awesome expectation and experience, but she did it, and has been driving every since. She now drives him to the hospital when they come because he can no longer drive. He will soon be 90 years old. She now drives. They come, a little less regularly these days, but still they come. They attend a certain group of patients and bring them Sabbath candles on late Friday afternoons. My resolve is to live well in 2008 and for every year afterward so that when I am 90 years old, I too can volunteer to visit patients in the hospital and bring them a moment of inspiration, hope, encouragement and expectation of good healing. It will therefore also be necessary for all the airplanes to be kept in excellent condition and for all the things that make for safe and enjoyable flying to be well attended.

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

Aircraft rates

Following are the current aircraft rates (tach, wet, except as noted), as of 1 January 2008.

N25883 (C-152)	\$65.00
N5135R (C-172)	\$78.00
N739BA (C-172)	\$80.00
N15624 (PA-28-235)	\$111.00
N20300 (C-177)	\$90.00

CAP	\$52.00 (Hobbs, dry)
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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

Sky Bryce — 20 Jan

Here's the latest lineup for the trip to Sky Bryce:

Dick, wife and passenger in Cardinal
Brian, Ingrid, Maggie and Ian (with snow-

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

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board) in 9BA

Dan Hayes with Bill Hughes in 35R

Alex with his Mooney

Rich Fenati and Dave Burkett in 624

Joe Stubblefield in 883 with small yet to be named person, or Alex, or I go with Alex

Bob Gawler, with wife or girlfriend possible in his Helo

Looking for a few more to put in empty seats....

❖ **JOE STUBBLEFIELD**

A real cross-country

Some are aware that our club is planning a Trans America crossing in early May (3–17 May range).

If you have ANY interest in this expedition you are invited to the first planning session at the Hornseths' home on Thursday 10 January at 1930 hours. Coffee, tea, and cookies will be served. If you want a stronger beverage feel free to bring one. We have a fireplace in the living room to keep folks warm. The Christmas tree might still be up.

Please RSVP if possible, so I can figure how far and long I need to run my vacuum cleaner and whether or not I need to borrow chairs.

Directions will follow to interested parties. We live about 3.5 miles north of GAI.

Please RSVP via phone/email/ whispering:
ruthhornseth@hotmail.com.

❖ **RUTH HORNSETH**

Bob Gawler – Master CFI

We received the following from **G Alexander "Sandy" Hill**, MCFI. Sandy is Vice President and Director of Education of the National Association of Flight Instructors (NAFI; www.NAFIMasters.org).

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of **Robert K. Gawler**, owner of Trebor Aviation and a resident of Bethesda, Maryland.

Recently, Bob's designation as a Master CFI (Certificated Flight Instructor) was renewed by NAFI, his professional aviation education association. He has held this professional accreditation continuously since 2000.

To help put this achievement in its proper perspective, there are approximately 91,000 CFIs in the United States. Fewer than 600 of them have achieved that distinction thus far. The last twelve national Flight Instructors of the Year were Master CFIs while Bob is one of only 8 Maryland aviation educators to earn this prestigious "Master" title. In the words of former FAA Administrator Marion Blakey, "The flight instructor is where the rubber meets the runway. The Master Instructor accreditation singles out the best that the right seat has to offer."

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing professional activity and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words *summa cum laude* emblazoned on an instructor's certificate. These Masters truly represent the *crème de la crème* of our industry!

To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Bob will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland. Any support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in 1995.

Please feel free to disseminate this information. Questions regarding the Master Instructor program may be directed to **303-485-8136** or NAFIMasters@aol.com. Additional information is available at <http://www.NAFIMasters.org> and www.NAFInet.org.

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Annuals completed

It's been a long, cold, hot, cold annual inspection season, but we finally managed to complete the inspections on all five club aircraft. The season began on 1 April when N739BA was rolled into the hangar. It ended a mere 8 months and 22 days later when, on 21 December, N25883, better known as the Little Red Dragon (LRD for short), took flight following completion of its annual.

While the months seemed to drag on endlessly, it turned out to be a very productive, if somewhat expensive, marathon. Each of the aircraft, in addition to the undergoing the rigors of the annual inspection criteria, received some long-overdue cosmetic and operational refurbishment; in the case of the Cardinal, this included a new engine. The items addressed are too extensive to list in detail, but the major tasks include:

N739BA

- Rebuilt fuel selector
- Rebuilt fuel strainer
- Repaired rear-seat fresh air ducts
- Replaced cracked dorsal fin and elevator fairings
- Installed new baggage door seal
- Installed new crankshaft seal
- Installed new interior plastic trim
- Installed new tires and brake pads

N5135R

- Installed new cowling fasteners
- Repaired and repainted upper and lower cowlings
- Overhauled nose strut
- Installed new rudder cap and butt fairings
- Installed new brake lines
- Installed new aileron hinges
- Installed new horizontal stabilizer bushings
- Installed new rear seat belts
- Replaced #2 NAVCOM
- Overhauled airbox

N15624

- Installed new tire and brake pads
- Installed new turn coordinator and attitude indicator
- Repaired seat fabric
- Repaired electric trim system

N20300

- Installed remanufactured Lycoming O-360 engine
- Cleaned and lubricated primer
- Installed new landing gear fairings
- Installed new main landing gear and nose wheel tires and tubes
- Installed new wheel bearings, O-rings, and bearing races
- Installed new brake disks, pads and fluid lines; rebuilt both brake calipers
- Installed new mixture control cable
- Installed new carburetor throttle plate bushings
- Installed new fuel lines
- Repaired and repainted damaged wings, flaps, cowling, and wheel fairing
- Removed, cleaned, and reinstalled carpet

N25883

- Repaired and repainted all interior plastic panels
- Installed new carb heat cable
- Overhauled airbox
- Installed new carburetor throttle plate bushings, throttle plate shaft, and accelerator pump linkage
- Installed new brake disks, brake pads, bearings, bearing races, o-rings
- Rebuilt brake calipers
- Replaced right main landing gear tire and tube
- Repaired damaged rudder
- Installed new landing gear fairings
- Installed new engine baffle seals
- Flushed oil cooler
- Replaced pilot seat outboard seat rail
- Repaired seat fabric

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- Rebuilt fuel strainer
- Removed, cleaned, repaired, and reinstalled carpet

As can be seen, an immense amount of work went into the annual inspections this year. And the effort is obvious in the way the fleet looks and performs. Many deferred-maintenance items were addressed during this maintenance cycle, and while a few of the items listed were sent out for repair, the vast majority were performed by our team of A&P's, crew chiefs, and dedicated group of volunteer members. Had the club outsourced all of this work, the bill would have run into the tens of thousands of dollars, and this cost would have been reflected in the hourly aircraft rates.

If you were among the many volunteer members that helped out this year, the maintenance crew extends our heartfelt thanks; if you were unable to assist, or chose not to, you missed a great opportunity to learn more about the aircraft you fly and the systems that keep it aloft, and the amount of effort required to keep our fleet flying.

After eight-plus months of continuous work, the maintenance crew is pretty much burned out and needs a break; I think we're going to go fly for a while. In the interim, before this cycle is started over again, the hanger is in dire need of a thorough cleaning. One will be scheduled in the near future, so if you are in need of work hours, or even if you aren't, please consider coming out to help clean the hangar.

Thanks again to all those who assisted this year. Next year it shouldn't take eight months, but we may be looking at another engine change, as 9BA is just 280 hours from TBO.

Go fly, enjoy the aircraft, and please treat them with respect.

❖ **DICK STROCK**

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**

Used oil disposal

For those of you who do your own oil changes, you may bring your used oil to the Montgomery Aviation Maintenance Hangar and we will dispose of it for you.

❖ **BILL HUGHES**

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 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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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** — *who else?*]

When one engine fails on a twin-engine airplane, you always have enough power left to get you to the scene of the crash.

❖ **ANDY SMITH**

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President's message

It looks like we have had some very good luck with N25883. When we changed the oil about a week ago (after 14 hours of flying), the oil and filter were both clean. In addition, the compression on #3 cylinder was up to 73/80. The maintenance team has decided to continue running the engine with mineral oil until we get a full 50 hours on the plane —another 35 hours. If things hold up we won't have to look at an overhaul for some time. If you fly the plane, please note that the normal oil level is about 4½ quarts. Don't overfill the engine as it simply vents the excess oil overboard.

As we go to press the Cardinal is at the avionics shop in Lancaster to have the Nav/Comms repaired and to see if we can get the circuit breaker that keeps tripping fixed. No decision has been made with regard to upgrading the GPS. To replace the unit with a Garmin 430 is quite a bit of money, particularly given that the current GPS is already IFR-certified. If you have an opinion (especially as to how we can pay for it), please drop me a line. Meanwhile, we will bring the GPS database in 35R up to date so that it will reflect the latest changes in the ADIZ.

I am happy to report that the issues with the accounting have apparently been resolved. In the last week or so, **Piotr** and **Raj** have managed to catch up on the last four months of accounting. Given that so much data has been entered I encourage you to check your account to make sure it is correct.

CAP activities are picking up, as they do every spring. So if you can, get involved — **Mike Regen** will be holding a Scanner course in the

trailer soon (if he hasn't already done it). And for our new members, be sure to sign on to the CAP web site and complete your Level 1 courses.

Looking forward to a wonderful flying season.

❖ **BOB HAWKINS**

Preheater back on-line

Dick Strook and I made emergency repairs to the "lawn mower" preheater. In spite of the warm weather it will get COLD again. If you use this preheater, please do not leave it unattended while it is running; that applies to any preheater. This preheater has served us well for many years and its nice feature is that it runs on the fuel you drain from the plane during your pre-flight. Starting it requires some effort, and priming the carb by removing the air filter helps.

The larger preheater, currently located in the hangar, is much faster to heat the engine; in fact, it puts out too much heat. We need someone with some technical ability to design and/or fabricate an adapter to the hose to reduce the heat going into the engine. Perhaps they could also show some TLC to the mower heater.

The aircraft maintenance people need this help since we would rather devote our time to the planes themselves and the time to do this work can be done outside of normal M-F work hours. Please help.

❖ **JOHN PEAKE**

Chaplain's corner

“— ONLY THE FAITHFUL!”

“Faith is the substance of things hoped for, the evidence of things not seen.” (Hebrews 11:1)
The whole history of progress and innovation turns on the faith of persons believing that the things that are and can be seen are not the limit of the possibilities that are available to us. We believe and we explore. We believe and we try. We believe and we act. And lo, a whole host of advantages, unforeseen assistances, and unexpected positive eventualities come to us and attend our efforts. Our flying club and Civil Air Patrol squadron -- a good group and adventure in fellowship and friendship and wholesome activity -- prevail because of the faith of persons. We know a long history of persons of faith and vision in our club and squadron. Do you re-

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member **Doc Trams**, former Luftwaffe pilot **John Dengler**, Past President and CFI **Chuck Brady**, **Don Black**, **Jerry Yeager**, **David Weiss**, **Bill Beals**, and so many others (some still with us!) who served, rejoiced and kept our group together and functioning well to bring us to where we are now with the wonderful task of continuing it? In their own unique ways they believed and lived from the strength, inspiration, invigoration and motivation of their faith! And no doubt some of them prayed in their own way the following words from the noted Navy hymn entitled, "Eternal Father Strong to Save:"

*Lord, guard and guide the men who fly
Through the great spaces in the sky.
Be with them always in the air,
In dark'ning storms or sunlight fair.
O, hear us when we lift our prayer,
For those in peril in the air.*

Antoine de Saint-Exupéry tells a tale of what faith is. Early in his children's book entitled *The Little Prince*, which has been translated into 180 languages, with over 50 million copies sold, the little prince asks the pilot who has crashed in the Sahara Desert to draw a picture of a sheep. The pilot draws a picture of an elephant in the belly of a boa constrictor. The little prince exclaims, "No! No!" and demands a picture of a sheep. After several failed attempts, the pilot draws a picture of a box. He tells the little prince that the sheep is in the box. The prince affirms this explanation assuring the pilot that he can see the sheep inside the box. "That's perfect," the little prince says. With the eyes of faith that connect the lines and see beyond them, or within them, the things that are unseen, we move on. And who would have believed that we could have had such a wonderful winter holiday party 35 days after Christmas? Only the faithful! Thanks!

May we continue to journey forth on the wonderful adventure in congenial fellowship doing the good deeds that we do together in our club and squadron! Let us continue to have a happy new year! Amen.

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

Aircraft rates

Following are the current aircraft rates (tach, wet, except as noted), as of 1 February 2008.

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N20300 (C-177)	\$90.00
CAP	\$52.00 (Hobbs, dry)

Sky Bryce — 17 Feb

Here's the current lineup:

- Bryan plus three in a 172
- Dan Hayes, Bill Hughes and Joe Stubblefield in a 172

- Bob Gawler and helo crew
- Alex and Mooney crew

Plan on meeting at 0900 and leaving as soon as we can get heated up and going. Big brunch

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Vice-President	Dick Strock
Secretary	TBD
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Flying Accounts	Raj Uppoor, Piotr Kulczakowicz
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while watching the ski slope. If you haven't already given me any kind of clue if you want to go, then you might want to drop me an e-mail. With a 624 pilot we could add more — and/or we could add the 152 onto the list and have room for one or two more.

❖ **JOE STUBBLEFIELD**

Crew chiefs

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

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**

NOTAM changes

As of 28 January 2008, the FAA has changed the "D" (distant) NOTAM system. These changes include:

- * incorporating Local (L) NOTAMS into the new D format;
- * information on taxiways, ramps, and aprons into the D NOTAMS;
- * incorporating one of 12 keywords in all D NOTAMS on which one can perform a search

An excellent article describing the changes to the NOTAM system, written by former guest speaker **Susan Parson**, can be found in the January/February 2008 issue of *FAA Aviation*

News. This article can also be downloaded in PDF format from the FAA's Web site:

http://www.faa.gov/news/aviation_news/2008/media/JanFeb2008.pdf

You are encouraged to obtain a copy of this article and become familiar with these changes.

❖ **DICK STROCK**

Coast-to-coast trip

The first planning session for the Coast-to-Coast trip was held Thursday, 10 January, at the Hornseth home. Those in attendance and expressing interest included **Ruth & Geoff Hornseth, Bob Gawler, Bob Hawkins, Gashaw Mengistu, Bill Hughes, Joe Stubblefield, Judy Bradt, Doug Holly, and Dick Strock**.

The group identified numerous geographical areas and places of interest which we would like to visit. Based on this information, a preliminary route has been established which consists of 13 flight legs, with a side trip to the Grand Canyon/Monument Valley area of Utah. It is estimated the trip will take about 20-23 days to complete. The target departure date is on or about Friday, 2 May, with a return to GAI on or about Sunday, 25 May.

While some of the participants plan to fly the entire circuit (C2C2C), others plan to join or depart the trek at various stops along the route or flight. The stops along the planned route include Nashville, TN; Oklahoma City, OK; Albuquerque, NM; Tucson, AZ; Yuma, AZ; San Diego, CA; Sacramento, CA; Olympia, WA; Boise, ID; Yellowstone Park, WY; Rapid City, SD; Minneapolis/St. Paul, MN; and Dayton, OH.

Of course, all of these stops are preliminary and are subject to change based on more detailed flight planning. You can view the preliminary route/stops in the Photos section of the Aircraft-Clubs.com web site.

If you are interested in participating in any part of the trip, please contact one of the interested parties listed above. The time, date, and location of the next planning session will be announced via e-mail as soon as they have been established.

UPDATE FROM RUTH HORNSETH:

Hi,

If you couldn't make last week's meeting here is a chance for some input.

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We have 6 committed round trip persons, 2 persons wanting to do the west to east leg. We will be looking for 2 others to go east to west.

Still going over our o'night stops...current plans:

- 1 Knoxville, TN
- 2 Mtn Home, AR
- 3 Amarillo, TX
- 4,5 Tucson, AZ, Monument Valley area
- 6 or 7 San Francisco area

Last week Sandy Gilmour gave us reports on his trips out west. Density altitude...density altitude...long runways...fly early in the day...but the wide open spaces and scenery are grand!

Come have some input. (Ruth Hornseth)

❖ DICK STROCK

Work hours monitor

February is the ninth month of the "work hours year," so by 29 February (it's a leap year!) 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
*29 February in a leap year		

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

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants.

Reports through 31 December 2007 are now posted in the Files section of the *Aircraft-Clubs.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

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

Congressional Flying Club
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** — *who else?*]

Basic Flying Rules:

Try to stay in the middle of the air. Do not go near the edges of it.

The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

❖ ANDY SMITH

Priorities!

One cold Friday afternoon last month, I had agreed to take **Alex** to Easton to go pick up his Mooney. Since it was a cold day, I booked a plane that was already being flown just prior so it would be nice and toasty. I called that pilot after he got in just to make sure it was still flyable and check fuel status. I also happened to mention the mission and that he, **Doug Holly**, was welcome to ride along on this nighttime run thru the flyway. He replied that he was having Friday night date night with his wife and had just ordered their meal at a nice restaurant, but he would get back to me. About a minute and a half later he did get back and said his wife offered a great suggestion. No, it wasn't "have your lawyer talk to my lawyer;" she was going to take the food home as carryout and Doug was to meet me about 20 minutes later at the plane. We had a great trip and were totally impressed with the folks at Easton who came back at 9:30 pm to warm the Mooney up when we got word to them that it would not start because of the cold. Anyway, way to go Doug !!! Your priorities are in order — and you have a great wife!

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❖ JOE STUBBLEFIELD

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President's message

The trailer is finally up and working. There is still much to be done, but it is functional at this point. Dick and I continue to work on the internet connection; meanwhile, we have installed a large screen desktop computer at the front end of the trailer. The purpose here is to provide everyone with a way to get some weather (once the internet connection is working and stable) and file both SFRA and regular flight plans.

The annual inspection on 739BA is progressing (slowly), but so far we have not found anything major. The instrument panel will get replaced as well as the center pedestal. While these are aesthetic, they are a necessary item — I know that each of us likes to take a friend for a ride and we all want the planes to look sharp.

A reminder that EVERYONE has to fill out a club application form. We do this every year so that **Dan Golas** can create a matrix of our membership for the insurance company, which in turn gets us our rating and renewal cost. Please get these done in the next couple of weeks so that Dan can prepare the paperwork. You can send a copy to Dan electronically or print out a copy, bring it to the trailer, and leave it for Dan (in his mailbox).

Elsewhere in the newsletter you will find an article by **Dick Stroock** regarding the clarity of the charge tickets used to account for aircraft usage. Please take a moment to follow these guidelines — I'm sure if you had to do the accounting you would be screaming bloody murder

about the penmanship and lack of detailed information.

❖ **BOB HAWKINS**

Aircraft rates

Following are our aircraft hourly rates as of 1 May 2009.

Aircraft	Rate
N15624	\$125
N20300	\$105
N25883	\$69
N5135R	\$88
N739BA	\$88

Unless otherwise noted, rates are per tach hour, wet.

❖ **BOB HAWKINS**

Chaplain's corner

"MY BROTHER AND MY SISTER'S KEEPER"

Undoubtedly, the most commonly remembered of all Biblical scripture is recorded in the Gospel at John 3:16: "For God loved the world so much that he gave his only Son, so that everyone who believes in him may not die but have eternal life." This is quite a profound verse and yet quite a simple statement. It refers to the nature of sacrifice and calls us to ponder the same. The concept of sacrifice is well informed in ancient Hebraic sacred scripture. So many animals and birds were sacrificed for so many and various reasons. The concept is found in many forms in every culture. It has manifested itself gruesomely at some points in the development of some civilizations, especially when human sacrifice is practiced. Perhaps the most noble concept of sacrifice is the one where one genuinely gives of oneself for the good of another. We have seen many among us serving above and beyond the call of duty. We give from our knowledge, skill, competence, and caring so that all together in the Club and Squadron may experience acceptable and welcome outcomes to the tasks that have come heavily upon on several fronts in these days.

Our fellowship together is not just sociological; it is also faith-based. We believe in all that God reveals to us in all of sacred scripture. We believe in one another. We are told that we are created in the image of God. We understand

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that God has given of Himself that others might live. We, too, give of ourselves that we might live well together. We are privileged to fellowship where we can practice the greatest of all endeavors. We can give of ourselves that each of us might live and enjoy our life in Club and Squadron! Thanks be to God for the opportunity to be persons who constantly live a lifestyle that embodies the concept of sacrifice. May each and all see the life and love of God expressed by us always in our service and sacrifice for the good of one another! Thus may we become indeed both our brothers and our sisters' keeper! Amen.

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

Crew chiefs

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

Work hours

Amy McMaster (AJMcMaster@venable.com) is our Work Assignment Officer; contact Amy to find out what jobs are available.

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.

❖ **MICHAEL REGEN**

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
*29 February in a leap year		

Mike Regen, Keeper of the Hours, has the following reminder:

Please remember that you need to have half of your work hours (10) done by the end of November. This should be an easy month to build them up between moving out of the trailer and into the new one, the annual on 883, and a new engine install on 9BA.

If you're in doubt about your work hours, contact **Mike**; if you're looking for jobs to do, contact **Amy McMaster**.

The job's not finished until...

I'm sure all of you have heard the saying, "The job's not finished until the paperwork is done."

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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	Bryan Absher, Steve Bushby, Bob Gawler, Ruth Hornseth, Mike Regen

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Scheduling	Dan Golas
Flying Accounts	Piotr Kulczakowicz, Raj Uppoor

Work Hours Program	Michael Regen
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Mtnce Coordinator	Bill Hughes
Safety Board President	John Peake
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CAP Squadron Administration

Commander	Mike Regen
Deputy Commander	Dick Strock

Newsletter

Editors	Andy Smith, Sandy Gilmour
Production	Andy Smith, Sandy Gilmour
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Well, a similar refrain can be said about a flight — “The flight’s not completed until the logs are complete.”

The Club has recently had a rash of flight logs that have not been properly completed. This results in the Club accountants having to track down pilots to obtain the necessary information in order to complete the account postings. This is quite inconsiderate and, in my opinion, displays a lack of respect for the job that our volunteer accountants dutifully perform.

Included among the sins committed by our fellow pilots and club members are:

- incomplete fuel entries
- missing fuel entries
- missing dates
- missing aircraft designator
- illegible entries
- missing pilot name
- incorrect math

Probably the most frequent problem is incomplete fuel entries. If the entry isn’t complete, correct, and legible, your flying account may not be properly credited. If this results in a surcharge for an account balance that is below minimums, well, that’s tough.

The most important items here are the quantity and total cost – the accountants can figure out the cost-per-gallon. These fuel entries are also important because they are used to compute fuel consumption, and fuel consumption impacts aircraft rates, and ... Okay, by now you should get the picture.

The rest of the sins are somewhat less bothersome. The accountants can usually determine who flew the plane from the scheduling system (illegible entries, missing dates, missing pilot name), and incorrect math is pretty easy. Missing aircraft designators can be determined from tach readings.

But why place this burden on our volunteer accountants! Suggestion: take as much care in completing the flight logs as you do with your logbook.

When you’ve properly secured the aircraft, *and completed the flight log*, then the job is finished.

❖ **DICK STROCK**

Membership renewals

As you know, the CFC membership year ends at the end of this month and it's time to fill out a new membership renewal form. This applies to everyone — members, members on special status, and designated CFIs, even if you just joined within the last month or two.

Only the 2008 edition of the forms will be accepted. These are available in the "Files" section of the AircraftClubs.com web site in two versions. "CFC application blank - 2008.doc" can be filled in on your PC before you print it out and sign it.

"CFCapp2008.pdf" can be printed out and then filled in by hand before you sign it. There are also some copies available in the trailer you can pick up and fill out.

Since I would like to receive the forms with your original signature you can either leave them in the Air Operations mail box in the trailer, or mail them to me at our CFC address or to my house:

Dan Golas
24925 Dunnivant Dr.
Gaithersburg, MD 20882

As always, try to be reasonably accurate with your hours and other information. Since this information is used for our insurance renewal, any false statements could have unfortunate consequences if you have the misfortune to have an accident, or if we have to file a claim with the insurance carrier, i.e. you could be on the hook for more than the deductible.

Some comments from previous applications:

1. Most people will check at least one box for Ratings ASEL (Airplane Single Engine Land), unless you are a student pilot.
2. Constant Speed Prop hours means time in an airplane with a variable pitch propeller, not C-152 or C-172 time.
3. I can usually tell if you are guessing at your hours if the hours listed are less than the year before. If you want to at least be consistent you can call me or send me an email and I can tell you what you entered on your application last year. Also, an entry like “500+” or “>150” doesn't help.
4. Don't forget to check all the questions either yes or no. If you have a conviction for a traffic violation also include your driver's license num-

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ber. You don't have to say what the conviction is for — if the insurance company really wants to know they can access your driving record themselves.

Complete and submit the forms as soon as you can. After a reasonable time anyone who hasn't submitted their renewal will be locked out of the scheduling system.

❖ DAN GOLAS

New CAP requirements

There are two new requirements that CAP members must complete by the end of September.

First, there is a new training requirement to watch a training video on ground handling and take a short ten-question test for anyone who is or will be involved with CAP aircraft on a regular basis. The training is required for anyone who fits the following categories:

- CAP Pilots
- All Commanders
- Anyone with mission staff ratings involving aircraft (IC, OSC, AOBD, MSO)
- Aircrew Members
- ARCHER Personnel
- Flight line Personnel

Training must be completed by 30 September or the applicable ratings will be suspended. Pilots must complete this training annually. All others must complete it once every 3 years.

There are two ways to complete the training

1. Log on to CAP eServices
(<https://www.capnhq.gov/CAP.eServices.Web/Default.aspx>)

On the left side of the page pick "CAP Multimedia"

Choose "Video Courses"

Pick the only choice listed, which is the ground handling course, and in the drop-down menu select either the dial up or broadband video depending on your connection speed.

Watch the video while trying to stifle any negative thoughts on the production quality and IQ of the intended viewer, and at the end take the test. Your score and completion will be automatically recorded, and if you want you can go back to the drop-down menu and print out a

course completion certificate suitable for framing.

2. Come to the MSS squadron meeting on 26 May with a bag of popcorn and watch the video and take the test.

The second requirement is to take a short course called "Equal Opportunity Training".

This is also located on the CAP eServices web site. After logging in choose "Online Exams" on the left side of the web page. Next you will see "Equal Opportunity Training" listed with two choices. You can view it by either looking at Power Point slides or PDF slides. At the end you have to check a box saying you agree with the information presented in the slides and it will be automatically entered into your records.

❖ DAN GOLAS

Goodness gracious, great balls of fire!

I had initially intended to title this article "A Primer on Priming," but I thought that might be a little boring and not get your attention.

Okay, now that I've got you hooked....

One of our club members recently had a "great ball of fire" engulf the lower cowling of one of our Skyhawks while attempting an engine start. As luck would have it, a Club CFI was in a nearby aircraft, grabbed a fire extinguisher, and bolted for the illuminated plane. Another club pilot, just returning from his flight, ran toward the plane, arms flailing in the air.

It turns out the Skyhawk pilot used five strokes on the primer prior to attempting to start the engine, which, given the relatively mild weather, was probably a bit excessive. When, upon attempting to start the engine, it didn't catch right away, the pilot pushed the throttle ¼ to ½ of the way in, which, added more fuel to the ensuing fire.

Additionally, the pilot had just completed the pre-flight and there was obviously a nice invisible cloud of fuel vapor under the fuel strainer, *i.e.*, enveloping the lower cowling.

Ironically, the pilot of the illuminated aircraft saw no sign of flame or smoke. In any case, the "ball of fire" quickly burned itself out and there was no need to use a fire extinguisher, and there was no damage to the aircraft.

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Let's look at what might have happened.

First, the preflight checklist says to employ 3–5 primer strokes before an attempt to start. On our 4-cylinder engines (all our Cessna aircraft) three of the four cylinders are primed with raw fuel. When the primer is pulled out, one can hear the primer filling with fuel. You should wait for the sound to stop to ensure the primer is full. When the primer plunger is pushed in, this fuel is sprayed toward the intake valve port just outside the cylinder. If the intake valve is open (only one intake valve is fully open at any given time) most of this fuel is sprayed directly into the cylinder. On the other cylinders being primed, the fuel is most likely hitting the bottom of the closed intake valve, then running back down the intake manifold toward the carburetor. So, we've effectively primed one cylinder and two intake headers.

Now let's consider what happens when the throttle is pumped. The carburetor contains a device called an *accelerator pump*. This consists of a small plunger and a fuel-filled cylinder connected by mechanical linkage to the throttle. When the throttle is advanced, this plunger pushes fuel from the little cylinder and sprays it into the carburetor venturi. The carburetors are *updraft* carburetors, meaning air is pulled into the bottom of the carburetor, up through the venturi where it mixes with the fuel, up through the intake headers to the intake valves and into the cylinder.

When the engine is not turning and no air is flowing up through the carburetor, the fuel just falls down through the carburetor and into the airbox. One or two strokes of the throttle and fuel will be dripping from the airbox, onto the lower cowling, and even onto the ground.

Keep in mind that liquid fuel doesn't burn — it's the *fuel vapor* that burns. The colder the temperature of the outside air, the slower the fuel vaporizes. Now here is a point of contention: in the winter is it best to attempt an engine start right away, or should one wait 30–60 seconds to give the fuel a chance to vaporize before engaging the starter?

Experts (that is, A&P's) disagree. Some say waiting just lets the fuel run back down the intake headers, increasing the risk of a fire. Others say give the fuel a chance to vaporize. Pick your poison!

In warmer weather, or if the engine is still warm from a previous flight, the fuel will vaporize much more quickly. So after five full primes, we've got a slug of liquid fuel in one cylinder, and a couple rivers of fuel running down the intake headers toward the carburetor, airbox, cowling, and ground. Add a shot or two of fuel from the carburetor, an errant spark or backfire and you've got some real excitement!

With so many variables to consider when starting an engine, it is difficult to set down some hard-and-fast rules. So here are some guidelines:

Under warm conditions, 2–3 primes should be sufficient; in cold weather, 4, maybe 5.

In cold weather, either wait several seconds or hit the starter right away. Do what works and what you are comfortable with.

Don't pump the throttle. Make sure it is open about ¼ inch. This should allow adequate air-fuel mixture to reach the cylinders.

The information above applies to all our Cessna aircraft. The six-cylinder Cherokee, with its short-stroke primer, may require one or two strokes more than the Cessnas.

The previous engine in N739BA was particularly difficult to start during cold weather. This was because it primed only one cylinder. The new engine now primes three cylinders so much of the cold-weather starting problems should be resolved.

If you have any more questions regarding what has been presented in this article, please don't hesitate to ask one of the club A&P's. Or better yet, stop by the hangar when an aircraft is in for maintenance and we'll be happy to perform a show-and-tell.

❖ DICK STROCK

Fly-ins

READING AIR SHOW – SAT 6 JUNE

Plan on going up to Reading for the WWII air show and some good food there if you like BBQ or sausage with peppers and onions and such. AOPA is not having the open house, so you will be looking for something to do ... here it is. Plan on leaving about 9-9:30 and be back by 18:00 – 19:00 depending on if you get to take off mixed in with the warbirds. Get out of their way and

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take lots of pictures !!

Somerset – Sat 20 June

We're talkin' food here.....wow, still full from buffet at Cove Restaurant on Sunday. You need to bum a ride to get from airport to town and back, but it's not too hard to do. Taxis sometimes available, but don't count on. It's an all-you-can-eat Crab Feast from 11:00 to 15:00 for \$25. For other stuff in town [seewww.visitsomerset.com](http://www.visitsomerset.com) for waterman's festival etc.

Hearty eating !!! (Gas was \$3.90 at press time.)

❖ **JOE STUBBLEFIELD**

From the FAASTeam

[We reprint here in its entirety a recent FAASTeam Safety Tip, Notice Number: NOTC1639]

FAASteam Safety Tip

by Max Trescott, author and 2008 National CFI of the Year

Build Your Experience in Aircraft Type and in the Armchair

It's a common myth that the performance level that pilots (and athletes) attain is determined by some innate inner talent. One study dispels this myth by showing that it's not talent or strength that determines performance, but rather having the proper mindset and focus. Another study shows that the number of hours of practice is the primary factor that differentiates performance levels. A separate study of F-15 fighter pilots showed that fully 92.5 percent of the variability in their situational awareness scores was attributed to the total number of hours they flew in F-15s.

As a pilot gains experience and accumulates hundreds or thousands of flying hours, it's easy to assume that this brings with it a cloak of immunity from accidents. Statistics reveal, however, that accidents are correlated more with the number of hours of experience a pilot has in a particular aircraft model and not with his or her total number of flight hours. Accidents tend to decrease after a pilot accumulates at least 100 hours of experience in the aircraft he or she is flying. Thus when learning to fly or transitioning into a new model, your goal should be to concentrate your flying hours in that model, while

perhaps getting additional dual instruction, until you reach 100 hours of experience. If you fly relatively few hours per year, maximize your safety by concentrating those hours in just one aircraft model.

Another major category of experience that counts but may get overlooked is "armchair flying." I often tell my clients to practice armchair flying when they have a few quiet moments at home. Why? I recall reading years ago about a study in which three groups of basketball players were tested on their ability to throw baskets at the beginning and the end of an experiment. Group 1 was told to do no practice between the tests, Group 2 was told to actively practice shooting baskets, and Group 3 was told to spend time imagining they were shooting baskets. The results? Group 2 improved their performance the most, but Group 3 improved almost as much.

A similar study showed that successful Olympic athletes did more mental practice in the final stages of their preparation than less successful competitors did. I tell my clients that, when they're practicing at home in an armchair, they should do more than envision themselves flying a perfect approach to a perfect landing. They should also visualize deviations and the corrections they would make in response. For example, imagine that you notice you've blown to the left of the runway and then visualize using a sideslip by lowering the right wing and pushing on the left rudder until you return to the centerline. From the armchair, you can just as easily fly an entire instrument flight by visualizing getting the ATIS, briefing the approach, flying the procedure turn, adding power to level off after each descent, and so on.

Whether in the air or from the armchair, when you fly, concentrate your hours by building experience in a particular aircraft type and by mentally practicing flying from an armchair to accumulate even more experience. Both kinds of experience will make you a more proficient pilot.

[The FAASTeam has asked Max Trescott, the 2008 National CFI of the Year, to write a series of safety tips. Max, a San Francisco area-based Master CFI, specializes in teaching in and publishing training materials for glass cockpit aircraft. You can read more of his work at <http://www.maxtrescott.com/> and

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<http://www.q1000book.com/> or e-mail him at info@siflight.com]

Run-up: Listen closely!

A couple of weeks ago, my wife and I got in the 235 for a weekend in Vermont. During the run-up, the engine was acting kind of rough and required more than a little leaning and L-R comparison to smooth it out. All went well on the take-off and flight to a great airport and restaurant at 44N, Sky Acres, near Poughkeepsie.

On run-up there, after lunch, it ran rough again. Same drill, leaned it out, taxied to the end of the runway, and poured on the coals. But just before liftoff, at a good 50 mph or so, the engine really sounded off and began coughing and sputtering. I quickly cut power and rolled ahead to the taxiway exit. A mechanic was on duty and diagnosed the problem as both sparkplugs in cylinder #1 having gone bad—that is, zero combustion in # 1. New sparkplugs did the trick and the rest of the flight north, and three-plus hours returning were uneventful.

The plane had just gone through a 50-hour which included pulling the plugs, cleaning them and re-gapping.

Talks with the experts, including Bill Hughes, Dan Hayes, and Bob Hawkins all indicated possible lead fouling of the plugs, or perhaps a small piece of lead which sometimes inadvertently remains after cleaning, it was said. It seems to be just one of those things that both plugs failed at about the same time on the same cylinder on the take-off roll.

I share this because in retrospect, I wish I had been more suspicious during the run-ups. Leaning had solved the roughness problem every time before, but this time it was a different story. As the stock brokers say, past performance is no guarantee of future results! Listen closely to that run-up.

❖ SANDY GILMOUR

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants.

Reports are posted in the Files section of the *AircraftClubs.com* site. They will also be avail-

able 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:

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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.

❖ ZELICK (ALEX) WAGANHEIM

Funny stuff

[*Paying another visit to the Land of Bftsplk — it's time for another of Bftsplk's Laws.*]

Bftsplk's Law states that all greaser landings will be made in total solitude, not another living soul within miles, whereas an egregious bouncer will be in full view of everyone you know at the airport.

❖ ANDY SMITH

Coming next month!

Don't miss our June issue, in which we will present Part 1 of **Dave Lawlor's** gripping saga of his CFI ride. If you ever thought of becoming a CFI, this is a must read.

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What else will be in the June issue? That depends on you, our loyal (we hope) readers. Remember, writing for the newsletter gets you work hours!

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President's message

Everyone is required to submit a new CFC application form. We do this for insurance purposes – not to harass you. Dan Golas compiles a matrix of the members so that the insurance company can determine our insurance rate for the year. Regardless of the hours you have flown (or not), this needs to be done so that we and you are covered. If you don't provide the paperwork – you're NOT insured.

Also, a reminder that June brings a new work hour's year. Sometime this month we will be charging the accounts of all those who did not get their 20 hours of work credit.

Once again it is necessary to increase rates on the aircraft. While the C2C trip was able to make strategic gas purchases and keep the average cost of fuel under \$5 per gallon, the cost of fuel in our area is over \$5.50 a gallon. Take a quick look at the new rates in the Aircraft rate box. We are (for the most part) keeping our fuel costs lower than others; we based this rate change on our members buying at least 80% of our fuel somewhere other than GAI with an average cost of less than \$5.50 per gallon. GAI is currently \$6.30 per gallon – BIG difference. So, it's worth it to stop at Carroll County or some similar place and "top off." It keeps your rates down! Everyone has been doing a good job - keep it up!

Next, I want to point out that on the C2C trip there were minimal maintenance problems. We flew about 180 hours (total) and had to replace one battery, a starter, and a door handle. This speaks volumes to the quality of maintenance we enjoy. I doubt if there is an airplane in any rental fleet (club or otherwise) that could have

done the same thing. When you step back and look at this, it makes me proud. I sometimes hear complaints about the planes being down for some minor problem, and how it inconvenienced someone, – then I look at this 6,000-mile trip and realize that keeping after the small stuff keeps the big stuff from biting us in the buns. There are two reasons for pointing this out. First, as members of CFC you can take pride in our fleet and the quality of maintenance your planes receive. Second, it reinforces the opportunity each of you has to learn more about the airplanes you fly. There is an opportunity to learn by doing. As we fix various little problems you can learn a lot about the big things as well.

❖ **BOB HAWKINS**

Editor's note

This month's issue was delayed a little. Yer Faithful Editor was unavoidably detained (by being on vacation in Greece), and Assistant Editor **Sandy Gilmour** bravely stepped up to the plate but went down swinging under the relentless onslaught of Word Weirdnesses begat by Microsoft. Many thanks to **Sandy** for giving it his best shot. Maybe one day we'll have software to produce newsletter that doesn't give us all fits.

❖ **ANDY SMITH**

Membership renewals

Remember, every year you need to submit a membership renewal form by 31 May. A revised CFC application form is now in the files section of the AircraftClubs web site. Please use the new form when renewing your membership.

The new form includes a statement regarding following the club rules and regs.

Please DO NOT use the old form.

The new form is in MS Word format and is the 6th form from the bottom of the list in the files section.

❖ **BOB HAWKINS**

Chaplain's corner

"They that wait upon the Lord shall renew their strength, they shall mount up with wings as eagles, they shall run and not grow weary; they

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shall walk and not faint...." The key to the action is to "wait upon the Lord." Attentiveness to, and focus upon, the spiritual will stand us well for the things that we do in the physical. Prayer to God is critical. Fly, run, walk, --all of this can be done if at first we wait upon the Lord. The young and the young at heart can fly. The mellowing, middle-aged can run. The slower, elderly can walk. Each can still function without weariness or faint-heartedness when the spirit of the Lord is the acknowledged and welcomed energizing source of faith, hope, courage and confidence. Let us wait upon the Lord in our own ways. And let us come forth to do wonders in the power of the Lord. And when we see it so among us that indeed we accomplish much by our faith and vision and daring, may we with grateful hearts rejoice in the Lord and in the fellowship we have with one another! Amen.

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

There and up and back again: The return of CFC's C2C

The Club's first Coast-to-Coast trip —the ultimate cross-country — departed 4 May, returned 1 June, about ten days longer en route than originally planned. For the record, five travelers did the whole distance: **Bob Hawkins, Bill Hughes, Dick Strock, Ruth Hornseth, and Janice Templeman.** Westbound were **Donna An, Dan Larson, Scott Jones, Larry Falls, and Geoff Hornseth;** eastbound, **Judy Bradt.** Airplanes were C-172 **N739BA**, Cardinal **N20300**, and Cherokee **N15624.**

Got a short attention span, or a long one? Get the whole story (or as much of it as we're willing to admit to in public) and over 200 pictures on the trip blog at www.mytb.org/CFC-C2C.

More than the story of eleven people and five airplanes fueled by dreams, it's really story of the people who helped us along the way.

The Dreamweavers were **Ruth** and **Geoff Hornseth**, who had always wanted to see America by air, up close. They and the other dreamers wanted to do more things than seemed possible to include on one trip! See the Grand Canyon. Find out if Li'l Abner's Steakhouse is still there. Overfly the desert. Tour the Boneyard (oops, sorry, the in-place storage facility) at

Davis-Monthan Air Force Base. Get that famous view of the Golden Gate Bridge. Visit the Spruce Goose. Breeze past Mount St Helens. Traverse the Rockies. Circle Devil's Tower. See Mount Rushmore. Teach primary students. Use all the modern flight planning tools available. Remember what it's like to fly VFR again. Learn — or renew — cross-country techniques. Take a heli-luvalot of pictures. And challenge ourselves as pilots — our stamina, our decision-making — to make use of our superior judgment so as to avoid the need to use our superior skills.

And because we wanted to make the whole trip VFR, just add weather and stir.

We learned a lot, and are grateful for our group members' extraordinary skills, including Dick's as flight planner and cheap-fuel-finder, Bill's and Bob's as mechanics, Bob's as instructor, and Ruth's as accommodation director and supplier of sanity in a few tense moments.

Except for Mount St Helens (a casualty of the clouds), we did it all — with a LOT of help from our friends. Thank you to club members who released the three club airplanes for over a month. Then there were friends whose help we asked in advance, who treated, drove and/or housed us like family: **Bruce** in Mountain Home, **Nancy Blackwell** in Tucson, **Donna An's** family in Flagstaff.

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But beyond that, the biggest hats-off went to the people who leaped to offer us help in our hours of need. We'd still be stranded without people like:

- Valerie the Mechanic in Covington, Tennessee, who helped us with a new starter for 624.
- Jackie and Michelle, managers of the Comfort Inn in Walla Walla, who continually re-housed us when we were weathered in for five days.
- The FBO Staff at Aurora Airport in Oregon, who helped us find a new battery for 624.
- The FBO fellow at Spearfish South Dakota, who tugged our planes safely into a hangar just before pouring rain turned to a damaging hail storm.
- Chiropractors in Walla Walla and Spearfish who put ol' Bob back together again

Footnote: The great emerging question by the end of the trip was: is there any part of America where Ruth does NOT have a cousin? Whether in a stop we planned months in advance, or one where we dropped in on 30 minutes' notice, Ruth nearly always had a cousin she got to visit. And though some might grumble about five days in Walla Walla that meant that Ruth had the unexpected pleasure of attending her Aunt Marty's 90th birthday party!

❖ JUDY BRADT

Aircraft rates

Following are the current aircraft rates (tach, wet, except as noted), as of 1 June 2008.

N25883 (C-152)	\$70.00
N5135R (C-172)	\$85.00
N739BA (C-172)	\$87.00
N15624 (PA-28-235)	\$121.00
N20300 (C-177)	\$98.00
CAP	\$52.00 (Hobbs, dry)

Please continue to purchase fuel elsewhere (*i.e.* not at GAI unless necessary). We have managed to hold off increasing rates until now, thanks due to everyone's efforts to control fuel costs.

[*Editor's note: "Elsewhere" is shorthand for Elsewhere Regional Airport, or KELS; you can find it on the Hellandgone sectional.*]

Crew chiefs

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

Work hours

Amy McMaster (AJMcMaster@venable.com) has taken over work hour coordination; contact Amy to find out what jobs are available. Thanks, Amy, for taking this on!

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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 DE

Did you see the change for Terminal Aerodrome Forecasts (TAFs) from 24-hour format to 30-hour format, effective 5 November 2008.

<http://aviationweather.gov/notice/taf30.php>

is the link to all the good information you will need to know.

❖ **BOB GAWLER**

Work hours monitor

June is the first month of the "work hours year," so by 30 June you should have 1.7 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
*29 February in a leap year		

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

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants.

Reports through 30 April 2008 are now 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.

This just in:

Address for checks

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

Congressional Flying Club
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

[Thanks to **Dan Hayes** for this one.]

"You've never been lost until you've been lost at Mach 3." — Paul F. Crickmore (test pilot)

Just think —

If you had written something for the newsletter, it could have been in this space, instead of this insipid text box inflicted on our unsuspecting, innocent readers by a dangerously de-ranked Editor.

Not only that, you could have earned work hours.

All that's required is that the subject be aviation-related; if it's GA-related, so much the better, but if you have any interesting aviation tales to tell, you can tell them here and see your name in Glorious Print.

Well, maybe not that glorious. But in print nonetheless. We'll probably even spell your name correctly.

Have a go, as they say in Oz. All it takes is an e-mail to cfc_record@yahoo.com. Just give us your text, and we'll do the rest.

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President's message

As I write this I am enjoying a fun-filled week in beautiful Blackstone, VA (at the moment sitting out a tornado watch). We have four cadets attending the National Flight Academy this year, and three of them received some scholarship support through the Trams Fund. They are most grateful — it shows — and so far they are doing well. I'll have more news following the Oshkosh trip.

In the near future (this fall) we are faced with a couple of serious expenses. We will need to replace the engine in 739BA. The Board and several advisors are looking at various options. As this replacement will be necessary over the winter months, we are seriously considering having the engine replaced by a shop that is nearby and can do it in a reasonable time. Our hangar is just not the place to try and replace an engine in the winter months. It may also be true that we will need to have the engine in 35R overhauled shortly after that.

The C2C trip, while it used up some 50 hours of airplane time on each aircraft, also put "money in the bank" toward these overhauls (about \$8,000). The planes ran perfectly for the entire trip, which reflects on the quality of the on-going maintenance. This, of course, brings us to the maintenance crews and their efforts to keep your airplanes in top shape. Again, a job well done by a few folks. Take a day and learn how to help! It's educational and you'll learn a new skill as well as get work hours — a win-win all around.

Given that the M2 GPS in the Cardinal will no longer be supported with updates, the Board is

also looking at and planning on putting a Garmin 430 in that plane.

So, we have some BIG expenditures facing us in the next few months. Please keep your accounts up to date with positive balances.

There is a new FBO at Carroll County airport (DMW). I talked with the manager last week, and we are in the process of setting up a fuel discount program similar to the one that existed with the previous management. In this case, however, they expect to have the self-fueling operation in place by mid July. Each of our airplanes will be issued a key-card, which should be inserted into the self-serve control unit first, before your personal credit card. The discount will only apply to self-serve, which will be available 24/7. As our volume builds, so will our discount. Currently, truck-delivered fuel is \$5.20 gallon plus some taxes, which brings the cost to about \$5.60 gallon (that's still better than Montgomery). I was told that the initial discount will be 15 cents per gallon, and as our volume builds it will increase. While fuel is cheaper at 2W2 (Clearview), most folks don't like to go there because of the short runway. Very understandable! Just hang in there — our volume is sufficient that our cost will go down with time.

For those attending Oshkosh, I'm looking forward to my first visit — yeah! That's right; I've never been to the show. Guess this is a year for a lot of fun and exciting things.

Don't forget to introduce yourself to our new members; make them feel welcome.

Have fun flying!

❖ BOB HAWKINS

Membership renewals

Remember, every year you need to submit a membership renewal form by 31 May. A revised CFC application form is now in the files section of the AircraftClubs web site. Please use the new form when renewing your membership.

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❖ BOB HAWKINS

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Chaplain's corner

ON THE WINGS OF THE WIND

God is good. It is affirmed in sacred scripture that humankind is created in the image of God. This is an interesting affirmation. Have you noticed what attributes we ascribe to God? Holiness, righteousness, truthfulness, faithfulness, loving-kindness, power and might, and more! We like all of these characteristics. We like to associate with persons who express these traits in their character. What is it like to deal with a person who is holy, righteous, truthful, faithful, loving, and strong? Well, it is much better to associate with such persons! It is simply nicer to deal with persons who carry themselves with godlike character—who live godly.

There is another description of God in sacred scripture. It is written in Psalm 104:3 where the psalmist pictures God as One "who walks upon the wings of the wind." Can we identify with that picture of God? We do like to associate with persons who in this way are like God. We do like to go upon the wings of the wind. ... "And they're off and flying!"

For those who fly the skies, may the sustaining presence and power of God, who "walks upon the wings of the wind," assure excellent travel, safe flight, and always a cheerful return from that experience up where God, too, walks. May we enjoy doing what God does as we, too, "walk upon the wings of the wind." In another way, we could say that we will take ourselves lightly, that always we will rise up for a comprehensive view, and see graciously with the eyes of God so that we might deal well and kindly with one another! Amen.

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

New members

We recently e-mailed a dozen or so "new members," as identified by Bob Hawkins, and asked them to submit some self-introductions based on a few questions. Some are not so new, but because some of us don't get out and about as much as we should, we have not gotten to meet our latest members. We've got a great group – just check out these backgrounds and aspirations!

DAVE DINARDO

"I joined the CFC because I work with Rich Fenati, who convinced me to get back into flying after a 15-year hiatus.

"I am hoping to be able to travel to see my daughters in college, as well as relatives in the Midwest and Northeast. I'm 50, married to Kim since 1984. We have two daughters: Laura (20) will be a junior at Kenyon College in Ohio, and Sarah (17) will be a senior at Washington-Lee High School in Arlington.

"I started flying when I took a ride with a friend in a Grumman Tiger and was hooked. My parents owned a house on in Chatham, Massachusetts (CQX) on Cape Cod at the time, and flying was the best way to get there for summer weekends. Got my Instrument rating in 1987 and flew pretty regularly until the early 1990's."

Any interesting flights lately? "I flew up to Hamilton, New York (H30) with my younger daughter

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to tour my Alma Mater, Colgate University.

"In 'real life' I'm managing Director, Leasing, for Washington Real Estate Investment Trust (NYSE:WRE). The Trust owns commercial properties in the Washington DC Metro area. My group is responsible for the leasing of all of the office, industrial, and medical office properties.

"I am looking forward to getting more "hands-on" experience in basic maintenance, etc. Doing some work on the Cherokee Annual was a good first step."

Welcome Dave! Now, to Adam Donaldson. Is Adam really "new?" He says not, but then what is the meaning of "new"? Perhaps you don't know him despite his evident ubiquity. In that case, read on:

ADAM DONALDSON

"I know I haven't been around much lately, but I'm not new...am I, Bob? Hell, I remember \$50 / hour CFC planes and \$3.15 / gallon fuel. Sounds like 20 years ago, but it's only been 4. But does that make me new?

"Just for grins, here goes: I joined CFC because I wanted the most affordable means to feed my aviation addiction on a regular basis.

"My goals for CFC would be to fly for a reasonable cost in well maintained and well equipped local and cross-country airplanes. Between family and work, I have limited weekend and daytime availability. So I like to help the club in a more paper-pushing kind of capacity.

"I have a wonderful wife, Cathy, and two small pilot-to-be children -- Adam Jr. who is nine years old, and Mary, who is seven. Adam Jr. will be making his third trip to Oshkosh with me this year.

"I started flying in 2003 and learned to fly because I had always been a sky watcher and flight simulator geek. I would park at Frederick or Gaithersburg and watch planes while listening on my scanner. I met a guy at work who flew. He took me to the now defunct Bader Field in Atlantic City. I was hooked. My wife then surprised me with an intro flight for my birthday. The rest is history."

Have you had any interesting flights lately? Adam says, "I haven't flown much lately. But this year I've flown slow and low looking for swans with the Department of Natural Resources (for CAP). I've flown to New York City

both day and night VFR on a trip to Groton, Connecticut and back. I've logged some real good soup time with my buddy Andy. I love both VFR and IFR equally. IFR really challenges a pilot to be the master of the plane. VFR is the real reason many of us fly. It's just so cool to see passengers marvel at the little trees and houses below, just as long as they don't get too big!" [Editor's note: He means the trees and houses, we think.]

Professional work? "Software Development Project Manager for a Telecommunications Test Equipment Manufacturer."

Say hi to Andy even if you have seen him once or twice in the last four years!

ALAN SCHROEDER

Alan's photo is on the club website, he notes. He reports he has been flying since 1994, and started flying, with Sonia Ortega, for enjoyment.

"I trained as an entomologist and plant pathologist, and currently do environmental assessments for agricultural development projects in other countries. Most of my overseas experience is in Africa, where I worked from 1993 to 2001 on locust plagues for USDA and USAID."

Now hear this: Alan writes that he has "had my hands on the controls of a Piper Cub in Burkina Faso and a Cessna Caravan in Mozambique." (We need to know more!) In addition to English, Alan speaks French and Spanish and has used both for his work.

"Sonia and I just built a vacation home on the Pacific coast of Nicaragua. Currently Sonia and I are studying Russian to be able to travel and work with people in former Soviet Union countries, especially along the famed Silk Road."

He joined CFC in August 2007 because? "I heard good things about the club." Hopefully the vibes are still positive. Welcome Alan!

While we all share a love of flying it's clear we are a diverse group and come at this from numerous perspectives. We'd love to hear more personal stories. Please email them to Sandy Gilmour at sgilmour@comcast.net.

And don't forget to wag wings at the newbies!

❖ SANDY GILMOUR

Aircraft operation notes

As most of you know, three of our club aircraft just completed a month-long coast-to-coast

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cross-country trip. This little adventure turned out to be a test of endurance — both human and mechanical. I'm not sure which element came out the winner, but in my opinion, both performed admirably.

To be sure, anytime you throw 6–8 people together for four-plus weeks into the confines of three small aircraft, sharing lodging accommodations, rental cars, courtesy cars, and motel vans, agreeing on restaurants, departure times, etc., there are going to be some disagreements and tense moments. But nobody got thrown from an aircraft over the Rocky Mountains, and we all arrived back at GAI still on speaking terms (I think?), so I guess that must be considered a success.

On the mechanical side, the aircraft performance was also admirable, if not downright excellent, considering all three aircraft are over 30 years old. The fact that the Trams Fund was the recipient of the "Breakdown Pool" is testimony to the quality of maintenance our aircraft receive.

There were a few glitches: N15624 had the starter drive break on our second day in Covington, TN; the battery died while we were grounded by weather in Aurora (Portland), OR; and a balky fuel drain had to be replaced. N739BA had a mini-50-hour, also in Aurora, to comply with the airworthiness directive on the engine, and the pilot-side door handle decided to give up the ghost. And from N20300, our beloved Cardinal, not even a whimper, save the crappy COMM1 transmitter which I used for air-to-air communication with our flying buddies on this little journey. (That didn't bother me though — I could always blame the transmitter if I didn't want to join the conversation.)

Once the aircraft were back home, it was time to check them over. Both N20300 and N739BA received their 50-hour inspections, and the annual inspection on N15624 was begun. All the aircraft appeared to weather the ordeal well, not even any flat spots on the tires, even though all three endured some wicked crosswinds out in the heartland.

One more thing: Those FBO's don't toy with tie-down ropes out where the wind blows — they use

CHAINS!

**EASY ON
THE SEATS!**



The first item on the preflight checklist for N739BA is to adjust the seat height — before entering! This item was evidently missed by one of our intrepid pilots, as the end of the seat height adjustment jackscrew was recently sheared off (see accompanying photo). (To his credit, the offending pilot DID squawk the item.) Attempting to adjust the seat height while sitting in the seat puts tremendous strain on the whole height adjustment mechanism. When we purchased the aircraft, the pre-buy inspection revealed extensive wear on both seats — the result of 30 years of jacking up 200+ pound pilots. The seats were refurbished at that time, at considerable expense, but not all parts could be replaced.

As can be seen in the photo accompanying this article, the height adjustment jackscrew is a hollow piece of metal — aluminum — with a clevis pin in the end that attaches to the seat riser. These components are not that robust; hence the admonition to adjust the seat BEFORE entering the aircraft. If you haven't done so already, spend some time during your next preflight and figure out how many turns, from top or bottom, are required to adjust the seat height to YOUR desired position, and then adjust the seat before you climb in.

Fortunately, we were able to have the jackscrew repaired at moderate expense. We might not be so lucky the next time. These parts are EXPENSIVE, if they can still be obtained.

HANDS OFF THAT SPINNER!

One of the reasons for the extended annual on N15624 is that the bulkhead to which the spinner attaches was found to be cracked. While this failure could result from normal vibration and metal fatigue, it can be aggravated by excessive force being placed on the spinner while pushing the aircraft.

This bulkhead is fabricated from lightweight aluminum, and while the spinner may outwardly appear to be robust, it is far from it. This thin piece of aluminum is attached to the prop by just four bolts, and is subject to considerable vibration and eventually, metal fatigue. Needless to say, departure of the spinner during flight will be a real attention-getter — a safety-of-flight issue. It could even ruin your whole day!

So, don't EVER push on the spinner when repositioning an aircraft on the ground. Push on the wings, or the wing struts, or the cowling if nec-

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essary. If you must push on the prop, apply pressure on the blades close to the hub, but NEVER THE SPINNER! The life you save may be your own!

FUEL COST

With fuel in excess of \$5 per gallon and rising, we need to do everything we can to reduce our fuel cost. Fuel is now the biggest contributor to aircraft operating costs, and this cost is directly reflected in rates charged for our aircraft. For example, if we're burning 10 GPH, a \$1.00 increase in the price of fuel raises the aircraft rate by \$10.00 per hour.

The C2C group made extensive use of the AirNav and AOPA Web sites to locate the best prices for fuel. AirNav is especially good, because you can enter an airport identifier located in the area where you plan a fuel stop or stay-over, and it will provide you with multiple airports in that area and their current fuel prices. If you haven't tried it, check it out before your next XC at <http://www.airnav.com/fuel/local.html>.

A word of caution, however. Many FBO's are now not quoting the actual cost per gallon, including taxes. We found during the C2C trip that fuel advertised at, say, \$5.00 per gallon ended up costing as much as \$.25 more per gallon once all the taxes and flow charges were added. The best thing, once you have narrowed your list, is to call the FBO and ask if their advertised price includes all taxes and charges.

Also, if you are planning a long XC, throw AOPA's Airport Directory in your flight bag. It contains a wealth of information about airports, FBO's, services, restaurants, lodging, etc. We found it invaluable for our planning (although it doesn't provide a listing of all of Ruth's cousins).

ENGINE LEANING

Another factor that can help keep down our aircraft rates is proper leaning of the engine's air/fuel mixture — you know, that red knob on the panel. It's used for more than just shutting down the engine.

Proper leaning not only reduces fuel consumption, it also results in a cleaner burning engine. At best, a mixture that is too rich can result in fouled plugs and a rough-running engine. Talk to an A&P about the other, more serious, adverse effects of a mixture that is too rich.

At \$6.00 per gallon, an increase in just one gallon per hour results in a rate increase of \$6.00 per hour — pretty simple math, don't you think?

We see evidence of fouled plugs at almost every 50-hour inspection. Lead deposits can build up on the center electrode of the spark plugs and reduce the intensity of the spark. In severe cases, the center electrode shorts to ground and the plug just ceases to fire. This results in an excessive magneto drop, and possibly an aborted flight.

Most of our aircraft have an exhaust gas temperature (EGT) gauge, or an engine analyzer to assist the pilot in adjusting the fuel flow to achieve an optimal air/fuel mixture. If you are not sure how to use it, ask an A&P or a CFI for guidance.

Happy flying!

❖ DICK STROCK

Aircraft rates

Following are the current aircraft rates (tach, wet, except as noted), as of 1 June 2008.

N25883 (C-152)	\$70.00
N5135R (C-172)	\$85.00
N739BA (C-172)	\$87.00
N15624 (PA-28-235)	\$121.00
N20300 (C-177)	\$98.00
CAP	\$52.00 (Hobbs, dry)

Please continue to purchase fuel elsewhere (*i.e.* not at GAI unless necessary). We have managed to hold off increasing rates until now, thanks due to everyone's efforts to control fuel costs.

[*Editor's note: "Elsewhere" is shorthand for Elsewhere Regional Airport, or KELS; you can find it on the Hellandgone sectional.*]

Maintenance report

The Annual Inspection season is upon us again, and members will have ample opportunity to get their required work hours in over the next few months. The 2007 season was a long, tiring ordeal for the mechanics, crew chiefs, and the members who regularly assisted them. I urge you to lend a hand so 2008 is not a repeat of last year.

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Gaithersburg, MD (KGAI)

July 2008

We have made a good start this year. As of this writing, the annual is complete on N739BA, and almost complete on N15624. Below is a summary of what has been completed so far, and what we anticipate for the remaining aircraft:

N739BA (C172)

The annual inspection on 9BA began on 30 March and required about four weeks to complete. In addition to the normal inspection items and cosmetic repairs, a thorough overhaul of the landing gear was performed, including new tires, tubes, bearings, and brake pads, and both master cylinders and wheel cylinders were overhauled. New seat rails were installed for both pilot and copilot seats (a real pain, literally), and a new fuel quantity indicator assembly was installed. An Exhaust Gas Temperature (EGT) gauge was also installed to assist the pilot in proper engine leaning.

As of the last 50-hour maintenance on 9BA, the engine was just 75 hours from TBO. By the time the aircraft returns from Oshkosh, it will be at or past TBO. The club mechanics are currently assessing the engine options — replacement or overhaul — so expect this aircraft to be out-of-service for about a month later in the fall.

N15624 (PA-28)

This inspection began on 9 June and initially went quite well. It appeared the annual would take about two weeks, and the aircraft would be back online ahead of schedule. That was until the prop was removed to replace a worn alternator belt. Upon reinstallation of the prop, it leaked oil during the runup and could not be corrected. The prop was sent out for overhaul and a few days (and \$3,200) later, the prop was back and remounted. During prop removal, a crack was noted in the spinner bulkhead and a replacement ordered from Piper. Unfortunately, the replacement part, although the correct item, does not match the dimensions of the original, and the spinner will not fit the new bulkhead. While our mechanics are working with Piper to resolve the issue, the aircraft remains in the hangar.

N5135R (C172)

This annual is scheduled to begin 31 July and is expected to be complete by 9 August. This aircraft is much like the Timex watch — takes a lickin' and keeps on tickin'. While no major issues are anticipated, it seems there are always

some surprises. An EGT installation is planned for this aircraft also.

N20300 (C177)

The annual on the Cardinal would normally be performed in September, but it is scheduled to be on an extended trip that month, so the annual will begin on 18 August and run through 2 September. This aircraft had a new engine installed last year, and it ran beautifully during the C2C trip. So again, no major issues are anticipated.

There are, however, some issues with one of the COMM radios, and database support for the Northstar GPS is being terminated by Jeppesen early in 2009. You should anticipate this aircraft being out of service for 1-2 weeks later in the fall for some communications work and installation of a replacement GPS.

N25883 (C152)

This annual is due in December, but if scheduling permits, it may begin November before the weather gets too cold. The aircraft has reportedly been running well, but there was some question regarding the engine's health during last year's annual. Stay tuned.

❖ **DICK STROCK**

Crew chiefs

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

Work hours

Amy McMaster (AJMcMaster@venable.com) has taken over work hour coordination; contact Amy to find out what jobs are available. Thanks, Amy, 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.

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

❖ **MICHAEL REGEN**

Work hours monitor

July is the second month of the "work hours year," so by 31 July you should have 3.3 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
*29 February in a leap year		

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

Fly out for July

We have at least two club planes going to Oshkosh. Not exactly coast to coast, except for the Lake Michigan part. There will be other club folks going in other planes and flying buses, plus hopefully Ruth in the beermobile. Some may be going up on Friday or Sat (25 or 26 July), and others are planning on going up on Tuesday, 29 July. Let me know if you have ideas for August or later months activities and I will try to oblige.

❖ **JOE STUBBLEFIELD**

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants.

Reports through 30 April 2008 are now 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.

This just in:

Address for checks

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

Congressional Flying Club
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

[Thanks to **Dan Hayes** for this one, which has been around for a while but is worth publishing again.]

A vulture boards an airplane, carrying two dead raccoons. The flight attendant stops him and says, "I'm sorry, sir, *only one carrion allowed per passenger.*"

More new member bios are coming! Watch for the August issue.... Please send yours to Sandy at

sgilmour@comcast.net.

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President's message

With the summer almost over it is time to start looking ahead. The cool weather just invites us to go flying. N739BA will be down for some weeks starting in mid-September. We have ordered a new engine as well as a PowerFlow exhaust. The new engine has a new type of oiled cam that should help improve performance, as should the PowerFlow. For those who fly the Cardinal there is little to compare it with because that plane came with a Power Flow exhaust, and the exhaust was moved to the new engine when it was installed last year. Many of you will remember the dramatic performance increase we experienced when a new engine and PowerFlow were put in N78149. I don't expect that kind of improvement as N739BA is a pretty good plane to start with. With any luck, though, we will see a slight decrease in fuel consumption and some improvement in cruise performance — at least, I hope so.

Of course, this becomes a work hour OPPORTUNITY. We will probably be working on the plane every day Saturdays and Sundays included, so there are no excuses for not getting in your work hours. If you're not careful, you might even learn something!

With the new engine come some initial travel and operating restrictions. The plane will be limited to about 100 miles (give or take a reasonable amount) during the break-in period. Also there will be some specific power setting requirements during this period. These restrictions and operating parameters must be adhered to in order to assure a proper engine

break-in. I would remind everyone that last year we had a gentleman who chose to ignore these "guidelines." That gentleman is no longer a member of the club. Enough said.

Dan Hayes is handling the installation of a Garmin 430 in the Cardinal. That too should be done by the beginning of September. Please work with Dan on scheduling the plane so that the installation can get done in a timely manner. Our goal here is to have the minimum number of planes down at any one time.

Although fuel prices are apparently stabilizing, other expenses are not. As this newsletter goes to press the Board is looking at our overall expenses and it appears that a small increase in rates and possibly dues is in the offing.

OH! And congratulations to **Amy McMaster** on a job "well done." She passed her Private Pilot check ride! With flying colours —the spelling is in deference to her Canadian background and their insistence on not spelling "color" correctly!

[Editor's note: Bob, you're slipping. You forgot to say that Amy now has her Private Pilot Li-cence! (They insist on misspelling that too.)]

❖ **BOB HAWKINS**

Chaplain's corner

PRAYERS ON THE MOON

James Dillet Freeman devoted 70 of his 91 years to service in the Unity School of Christianity, headquartered today at Unity Village near Lee's Summit, Missouri. Without details of description, Freeman affirms that he experienced a dramatic life-changing spiritual encounter with God that transformed his understanding and work completely. He had always aspired to be a poet. He wrote poetry and taught metaphysics at the Unity School of Christianity. It is estimated that his writings, which have been translated into 13 languages, have touched the lives of more than 500 million persons around the world. Astronaut Edwin "Buzz" Aldrin, Jr., carried one of Freeman's prayer poems to the moon aboard Apollo 11 in 1969. He carried the prayer that Freeman wrote during WW II just after the bombing of Pearl Harbor. The prayer is a faithful, positive affirmation of the presence of God in our lives.

"The light of God surrounds me; The love of God enfolds me;

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The power of God protects me; The presence of God watches over me.

Wherever I am, God is."

In 1971, Astronaut James B. Irwin carried another of Freeman's writings to the moon aboard the Apollo 15 mission. It is entitled "I Am There." And again, it is an inspiring and powerful affirmation of the presence of God with us.

May we enjoy our squadron and club activities this summer with gusto, safety, full shared responsibility, and a sense that God is very present unto us! Amen.

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

New members

From time to time we are publishing bio information on new members. Please say hello to **Eran Raviv** and **Amy J. McMaster**.

ERAN RAVIV

Eran notes "I'm originally from Israel, in a small village at the south part of the Negev (the south desert part of Israel — it covers 2/3 of the entire land of Israel)." Eran served for a long time in the Israeli IDF in the Marines squad, he says, noting that "Since I was a child I had a dream to be a pilot. My uncle is a pilot in the Israeli national Airline (El Al) and he was and still is my mentor to achieve my dream — as we can see, it looks like I'm on the right track."

While staying in the U.S., Eran decided to take his studying one step forward and get his bachelor's degree in politics – international relations. "I find this era really interesting while around the world we are feeling big changes and a lot of important events taking place in the present that will leave big marks in our history." Eran writes that he joined the club a little more than three months ago, and "It seems that I made the right choice." He holds a commercial license and is looking for his ATP with a "big ambition to get into one of the airline companies in the U.S." His motto, as he signed off his bio, seems to be: "Fly low and safe."

AMY J. MCMASTER

Amy says she started her flight training in January because — well, let her tell the story:

"I work with **Greg Brown**, who is a flying nut (er, 'extreme aviation enthusiast') and we got to talking about flying one day, and he offered to take

me up a few days shy of my 30th birthday. It was love at first flight. **Rich Fenati** was then kind (crazy?) enough to volunteer to be my flight instructor, and the rest is history. I soloed in March and am hoping to go for my check ride soon."

Amy has a blog --

(<http://www.randyarmadillo.com/youngjedi>), in which she tells the story about a fun trip: "Rich and I recently completed a much-anticipated flight to Montreal, along with my pseudo little sister, Gillian. We had some great fun along the way, between thunderstorms and U.S. customs agents, who apparently believed Gillian was only one step away from a national security threat."

Where does Amy want to fly? "The list of places is larger than my bank account, but I'm looking forward to a long life of flying, so there's plenty of time, eh?" (Continued next page)

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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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For her day job, Amy is an environmental attorney with Venable LLP, based out of the D.C. office. "If you're ever at the Verizon Center, come over and say hi! We're right across the street. I primarily do criminal environmental defense — so I get plenty of quality time sitting across from AUSAs and DOJ attorneys — as well as civil regulatory compliance work for public and private entities."

Whew. Does she have free time? Amy wrapped up her bio for us this way: "In my spare time, I like to take long walks along the beach, cook ... uh, just kidding. I'll stop before I embarrass myself. Oops. Too late. Cheers!"

Not at all. Welcome, **Amy** and **Eran**!



Figure 1: Amy McMaster, the Club's newest Private Pilot

❖ **SANDY GILMOUR**

Oshkosh!

Last week my dad and I flew to Oshkosh. We went once before, two years ago, flying by airplane into Milwaukee, then driving to Oshkosh. We camped next to the car and never saw anyone we knew. Although there were a few pilots there from Congressional, they had flown themselves in, were camping with the planes, and departed the morning after we arrived. This year, though, my dad and I were committed to

flying out and camping. He drove down from Maine and arrived on Monday, the day that Airventure started. We planned to leave for the flight to Oshkosh early Wednesday morning, so we packed the plane Tuesday evening.

Wednesday morning dawned gray and foggy. The haze was thick and the air was hot and humid. I delayed our departure and wavered on whether we should go. The visibility at Dulles was below VFR minimums, and the visibility at Gaithersburg hovered between 3 and 4 miles. Finally, around 1000, conditions seemed to be improving a bit, so we took off, knowing we might have to stop and could get stranded while we waited out the weather.

We didn't get very far. The visibility aloft was terrible. I knew there were thunderstorms to our north, but after about 150 miles it started to rain, so I called Flight Watch for an update. It turned out that a line of thunderstorms had formed in our path, so we diverted and landed in the rain in Wheeling, West Virginia (KHLG).

Wheeling has a cool terminal full of vintage air travel memorabilia, but there was no restaurant. I asked if there was a ramp car we could borrow, and the nice man handed me the key to a bright red county truck used to plow the runways. We drove around Wheeling for a while — it is a run-down, dirty coal town along the Ohio River. We finally found a place for a greasy sandwich, and then returned to the airport after stopping to put some gas in the truck. From what I saw, the airport is the nicest thing about the town.

It was no longer raining. I talked for a long time with a weather briefer and finally decided to take off and continue, but keep our course much further south than I had originally intended. Heading toward Marion, Ohio, rather than north of Akron, would allow us to go around the line of thunderstorms. Once we were west of them, the weather looked good.

An hour or so after leaving Wheeling, we passed the last of the clouds and turned north as the sky opened up, bright and blue. We landed in Jackson, Michigan, topped off the tanks, changed the bulb in the landing light, and had a bite to eat. The next leg of our trip would take us across Lake Michigan and on into Oshkosh.

I briefed my dad on water evacuation procedures, making a point of telling him NOT to inflate his PFD in the plane. Then we took off from

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Jackson and headed northwest toward the shore of Lake Michigan. We climbed to 8,500 feet and before long the shore of Lake Michigan appeared in the clear air. It was beautiful. We checked in by radio with Flight Service as we crossed the shoreline and every ten minutes thereafter as we flew across the lake. This might have been my favorite flying ever. The air was clear and smooth. The texture of the waves on the water was clearly visible a mile and a half below us. There was only water as far as we could see in any direction, and only scattered shreds of clouds aloft. It was surreal and beautiful and peaceful.

We crossed the lake shore north of Milwaukee and headed inland before turning north for the arrival procedure into Oshkosh. The arrival procedure requires that you fly relatively slow (90 knots) and low (800 feet above the ground) from one waypoint to another along railroad tracks, then toward the airport at the direction of air traffic controllers. Multiple aircraft are converging at any one time, so we're required to fall in single-file line with only a half-mile separation. As we approached the first waypoint, though, the controller announced that the airport was closed and we should turn away. We turned back south and flew broad circles over fields and wind farms while we waited.

Before long we were told we could continue toward Oshkosh, so we headed to the first waypoint. We fell in behind a Cessna, with a Cirrus falling in behind us. The Cessna was flying slower than it was supposed to, so I slowed the Tiger and hoped the Cirrus could fly that slow as well. The tower cleared the Cessna to land on Runway 36L, then us as well, so we touched down on the runway behind it, then taxied onto the grass as we slid the canopy open.

We followed the haphazard directions of the ground marshals as they directed us for miles back and forth around the airport before we finally got to the right spot and were met by the smiling face of **Joe Stubblefield**. I was so excited upon arriving, so happy to see Joe, and so frustrated from our travels around the airport and dealing with the rude marshals that, without thinking, I started to turn the plane to park it. This angered our neighbor, whose tent was buffeted by our prop wash until I realized my mistake and shut the engine off. Oh, well, at least the flying part had been wonderful, and after

several days of apologizing we did make friends with our neighbor before the end of the week. I almost hope to see him next year!

As we settled in and unpacked the plane, I took stock of what airplanes were nearby. A hundred feet away was the Cardinal, flown in by CFC members **Adam Donaldson**, **Doug Holly**, and Adam's son. Next to the Cardinal was a 182 from TSS, flown in by Darren Pralle. Two wing-lengths away was a Cirrus, piloted by Gaithersburg instructor Meredith Saini and Peter Winik. Two rows over was 739BA, flown in by **Joe Stubblefield** and **Gashaw Mengistu**. There were also two homebuilt aircraft flown in by CFC members: **Mike Regen's** RV-7A and the RV-8 flown by **Arjan Plomp** and **Bruce Drury**. It was almost like camping on the ramp at GAI! Unfortunately, we had missed **Alex Gertsen** (who had been there with his Mooney), **Bob Hawkins**, and **Bob Gawler**.

By the time we had the plane tied down and unpacked, it was dark, so we settled in for our first night. I slept well in the tent and it was still very early by my biological clock when a terrific roar woke me abruptly from sleep. I scrambled from the tent to see a gaggle of WWII bombers taking off on the runway near our tent. It was 0600. Welcome to Oshkosh!

I had the fixings for camp coffee, so I made some and tried to wake up while watching the planes take off. Then we walked over to the Cardinal and TSS plane for some breakfast prepared by our fellow Gaithersburg pilots. That initial breakfast set the tone for the rest of the week — good people, good food, good weather, airplanes all around. It was like a bathroom pass from high school with permission to do nothing but talk about airplanes from dawn to midnight, in a place where the sun always shines, the food is always good, and the kids are all above average.

We spent the next several days walking around, looking at hundreds of airplanes of every kind, airplane gadgets, aerobatics, airplane tools, etc. And spending money. We also spent plenty of time just camping and hanging out with the planes and our Gaithersburg friends, enjoying the good company and the ever-present sound of airplanes landing and taking off.

On Saturday, our last full day there, we returned to the plane in the afternoon and watched the air show while stretched out on the grass in the

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shade of the wings. It was wonderful and peaceful, yet still infused with the excitement of aviation. Many people had already left by this point, and the Tiger was beginning to look a bit stranded in the large field with so much empty space around it. It was time to go home.

With a good forecast and other planes headed the same way, the trip home promised to be both fun and beautiful. Three other planes were leaving Sunday morning for Gaithersburg, so we all planned a route that might let us stop for lunch together. We had clear skies and a good tailwind for the first part of the trip, seeing ground speeds of 150+ knots as we crossed Lake Michigan. Gashaw, Karen, and Ken took a different route home in N739BA to avoid the lake crossing, but Mike Regen and Adam Donaldson were ahead of us, on the same route, and we checked in occasionally by radio.

We caught up with the Cardinal and Mike's faster RV in Mansfield, Ohio, for lunch and fuel. Adam took off soon after we arrived, promising to provide advance information by radio about conditions ahead. After lunch, we paid our gas bill, then took off to the east, with Mike and Joe taking off a couple minutes behind us and quickly passing us in their faster plane.

We climbed to 11,500 feet to stay above the clouds, and our GPS shows that we averaged a ground speed of 135 knots for the rest of the trip. We chatted with Mike and Adam on the radio every so often and chuckled as we heard Adam's exclamations as Mike passed him a few miles before reaching Gaithersburg. Not long after, two hours after leaving Mansfield, we entered the downwind leg for Runway 32 and touched down to complete our trip.

Adam Jr. was sitting by the Cardinal as I shut down the plane and I walked over to say hello. Adam Jr. is nine years old and this was his third trip to Oshkosh with his dad.

"It's not that I don't want to be home, it's just that I don't want it to be over," he said as I approached.

"Are you looking forward to next year?" I asked.

"Yeah, but it just seems so far away." I agree. But I can't wait.

(A web version, with pictures, is online at <http://www.randyarmadillo.com/flying>)

❖ GREG BROWN

More Oshkosh!

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From 'Around the Field' by Jack Hodgson
Volume 9, Number 2, EAA AirVenture Today
July 28, 2008

What caught my attention was the red dragon on the tail.

Adam Donaldson, his son Adam Jr., and friend Doug Holly are securing their plane and setting up their gear in the North 40 campground. They arrived to AirVenture 2008 on Saturday from Gaithersburg, Maryland.

This is Adam's fourth time to the fly-in. His memories of the first visit are of being overwhelmed.

"Just being blown away. The first year we left on Wednesday. I thought, camping Saturday, Sunday, going to the show Monday, Tuesday would be enough. But I remember leaving Wednesday thinking, it's not enough."

Adam has been flying for five years. Doug, who has just earned his private pilot certificate, is here for the first time.

They made the half-day trip to Oshkosh in their club's Cessna 177B Cardinal. The red dragon on the tail has a story behind it. They call it "the reluctant dragon."

"We're a Civil Air Patrol squadron and a flying club. It has to do with the Civil Air Patrol squadron."

It seems that they are not your typical CAP squadron. Always doing things differently and not quite fitting in.

"They're renegades," says Adam. "So they call themselves the reluctant dragons. The current president of the squadron used to wear a red flight suit in the '80s, and they used to give him such a hard time for wearing it. So all of our club planes have the red dragon on them."

Getting their campsite set up in the North 40, they're awaiting the arrival of another member of their club. He's inbound to AirVenture for the first time, in his RV-7.

"He gets everyone at the flying club to come out and help with his airplane. We've all been building his airplane for five or six years. We're happy to see it show up at Oshkosh."

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Adam is interested in checking out diesel engine technology at this year's fly-in. His interest in diesels is primarily for fuel savings and simplicity.

"Yes, diesel fuel is more expensive, but you figure this Cardinal burns about 14 gallons an hour. And an equivalent diesel is gonna burn about half as much. Then you factor that in, along with fewer moving parts, and theoretically lower maintenance costs. When you compare a Lycoming or a Continental TBO to diesel you come out ahead even with the retrofit costs."

This is 9-year-old Adam Jr.'s third time to AirVenture. What does he remember from his past visits?

"Ummm, our plane got soaked. It rained." And what planes does he remember? "I like the F-22 and the P-51."

Aircraft rates

Following are the current aircraft rates (tach, wet, except as noted), as of 1 August 2008.

N25883 (C-152)	\$70.00
N5135R (C-172)	\$85.00
N739BA (C-172)	\$87.00
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N20300 (C-177)	\$98.00
CAP	\$52.00 (Hobbs, dry)

Please continue to purchase fuel elsewhere (*i.e.* not at GAI unless necessary). We have managed to hold off increasing rates until now, thanks due to everyone's efforts to control fuel costs.

Maintenance report — or, 'Off to the races'

Servicing landing gear wheel bearings is one of the preventive maintenance items allowed under FAR Part 43 Appendix A, and is a required task during an annual inspection. It's not a difficult task — maybe a little messy, but not difficult.

I won't go into all the messy details here, but just hit the big points. If you've never done it before, ask a qualified person to show you how to get at the bearings.

After removing the wheel from the aircraft and removing the bearings, the first task is to clean the bearings — REALLY clean them. Drop the

roller bearings into a pan of mineral spirits and let them soak while you inspect the "races," that is, the bearing cups. Now take a paper towel and wipe the races. Again, get all the grease off them so they shine. You can't perform a good inspection unless they are REALLY clean.

Next is the inspection. Walk outside the hangar where you've got some good, even light and look at the bearings and races. Your first indication of trouble is discoloration. If the bearing race or any of the bearing rollers are discolored, the bearing has overheated. Look closely at the race and run your fingernail very lightly around the race surface. It should be perfectly smooth. If you see any imperfections, or your fingernail catches on anything, no matter how small, the race and bearing should be replaced.

If the race passes inspection, then look at the bearing. Finish cleaning the bearings using a small brush and remove every speck of old grease. Blow them dry with air and wipe them with a cloth. This inspection takes a while, because each roller must be inspected around its entire circumference, and there are usually 12 to 24 rollers per bearing. Sit down and take your time. A good bearing inspection will take 5–10 minutes each — imperfections can be very difficult to spot. Again, if you see or feel any pits, flat spots, or scratches, replace both the bearing and the race.

Below are two photos of what to look for. These components were removed from the wheel of N5135R just this past week. The race is actually in pretty bad shape, with multiple pits. Finding a bad roller is more difficult to spot.



Figure 2: Pitted bearing race

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Figure 3: Pitted bearing roller

If you find either condition shown in the photos, both the bearing and the race should be replaced. This must be accomplished under the supervision of an A&P.

If the races and bearings pass inspection, then they can be repacked and reinstalled in the wheel. Again, if you have never performed this task, ask someone to show you how it's done.

❖ **DICK STROCK**

Crew chiefs

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

Work hours

Amy McMaster (AJMcMaster@venable.com) has taken over work hour coordination; contact Amy to find out what jobs are available. Thanks, Amy, 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**

Work hours monitor

August is the third month of the "work hours year," so by 31 August you should have 5.0 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
*29 February in a leap year		

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

Fly out for August

Hooray for Luray!!! Okay, boys and girls, get ready for this!!! Make sure you have just enough gas to get there so we can buy the cheap stuff there too — \$5.18 at last visit. [Editor's note: we'll all make sure that "just enough" includes required reserves, right????] Anyway, leave at 0830 for the very scenic ride to Luray. Get courtesy hauled to the Farmers breakfast place. Then hauled over to the Caverns or bug out for home if you really feel the need for daylight, or do the antique shops and other stuff around there if you're not "too manly" for that sort of thing. Let me know if you can go. We even have a plane for Todd lined up. We might even see if you can navigate to there and never go above 2000 feet. Hush Dick!

Say intentions please!

Also, we are looking to go to New York state for either Dart field 4 October or to Rhinebeck in late September or early October. Let me know your interest in those.

❖ **JOE STUBBLEFIELD**

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants.

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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
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

[We present herewith another of Bftsplk's Laws]

If you have an unexpected day off, the weather, which has been beautiful for the last four days, will be 100 and a half all day.

Exception: If you want to practice instrument flight, the weather will be CAVU all day.

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President's message

Once again, one of our heavy-handed members insisted on adjusting the seat in BA while sitting in it. The adjustment assembly simply broke because of the stress. **Bill Hughes** and I have sent the crank to a local machine shop to have new parts fabricated. The new adjustment sleeves should accommodate a 300-pound gorilla (I don't know about the rest of the seat, and no smart-alecky comments about yours truly needing to go on a diet). I hope this repair finally fixes the mechanical problem. I don't know how to effect an attitude adjustment for those who insist on adjusting the seat while sitting in it! This little repair will cost us at least \$200. So the next time you decide that the seat needs to be a little higher or lower, ask yourself if it is worth \$200 to accomplish that while seated.

We have renewed our insurance coverage with AVEMCO. Essentially the conditions remain as before and the price is about the same.

The ignition, door, and luggage locks on 5135R have been changed. To get a new key you will have to turn in your old one and pay \$2 for a new one (they actually cost more than that). See **Dick Stroock**, **Bill Hughes**, or myself. The reason we are collecting the old ones is to prevent someone jamming the old key into the new locks and damaging them. If you think we are overreacting, take a look at the first paragraph of this section.

As most of you know we will be starting the engine replacement on 739BA in a couple of weeks. This presents a GREAT opportunity for you to get some work hours, and this includes the weekend(s). It will take about three weeks

to completely remove and reinstall the new engine. There is a LOT of work to be done, and there will be several of us in attendance (**Bill Hughes**, **Bill Pechnik**, **Dick Stroock**, **John Peake**, and myself) to provide guidance on things that need to be done. Please plan on contributing some time during the latter part of September and possibly into early October.

Speaking of contributing, it would be extremely helpful if each (or perhaps most) of you can put a couple of hundred dollars (or maybe a bit more) in your flying club accounts. We have sufficient funds for the engine, but I'd like to improve our cash position.

Once the new engine is installed there will be some specific operating instructions that MUST be followed for the first 50 hours. These are the same that were in place when we changed the Cardinal engine. We will send an e-mail to everyone outlining the procedures. There will also be some restrictions on how far the plane can go. Again this is so if there are initial problems the maintenance folks can easily access the airplane and get it back in the air. If you will recall there was a gentleman who believed that these restrictions did not apply to him. He is no longer part of our happy little group. This is serious, and not following the break-in procedures could cost us a \$20,000 engine.

In CAP news, **Mike Regen** has taken over as Squadron Commander. On Tuesday 2 September, in an emotional and very military ceremony, the squadron leadership was transferred to Mike. Please give him your support and do your best to get CAP trained and stay trained.

A number of members asked how the new dues rate was derived. First, we take the insurance rate for the two 172s and average it, then multiply it times 5 (the number of planes we own and operate). There is a difference between this rate and the actual rate charged (by the insurance company) for the other aircraft; this difference is factored into the aircraft hourly rate for those airplanes, which cost more to insure. So, the average for the 172s this year is \$3,446 per plane or \$17,230 for all the aircraft. Based on 50 members this is \$344.60 per member or \$28.72 per month.

Next we take the rental expense for the tie downs and hangar (\$899.23 per month) and divide it by 50 members. That comes to \$17.98 per month. Add the electric bill (for the trailer),

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Aircraft Clubs on-line service, Revenue Authority fees, electricity, various publications needed by the maintenance folks, propane for the trailer (in the winter), de-icing fluid, etc, and that comes to about \$8.00 per member, per month.

Thus, we have the following:

Insurance	\$28.72
Tie downs	\$17.98
Electric & Misc. expenses	\$ 8.00
Total	\$54.70

Then we added an additional 30 cents just to be sure we covered everything.

That's how we got to \$55 per month per member.

❖ **BOB HAWKINS**

Runway repainting

Bill Hughes passes on the following from **John Luke**, our Airport Manager:

We negotiated with DPWT to do the runway painting at night, which will minimize operational disruptions for most. The new tentative date for the runway and taxiway painting/stripping is Saturday, 4 October. Weather permitting, the airport will close at 1900 Saturday evening and reopen at 0700 Sunday morning.

I will issue reminders as we get closer to the scheduled date.

John Luke III, C.M.
Airport Manager
Montgomery County Airpark (KGAI)
7940 Airpark Road
Gaithersburg, Md. 20879
301-963-7100
1-800-I-FLY-GAI
www.Montgomerycountyairpark.com

Chaplain's corner

September is a wonderful month. Children and grandchildren go off to school and college. It's a time of new beginnings for them. It's also a time of wonder for parents and grandparents. Some are waiting with bated breath for the return of the big yellow bus, or to find a little one for the car ride home, or to hear the door as the little one walks in. Others speak gleefully of the empty nest. And some just wait for the drawings and barely legible writing experiments that the little ones will eagerly offer to grandparents as soon

as possible. Bills will be coming, too. And we watch and wait and wonder with short and long range aspirations for the children. After all, we are just parents! And so is God! Watching and waiting to see what we will do with the day, the month, and the life time we are given, God is patiently and hopefully working for the best possible outcome from the venture called living that is given unto us. We too, will learn much about ourselves, our neighbors and the world in which we live. And flying will help us at this. May we have a most wonderful month of flight and fellowship in our Club and Squadron! Amen.

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

Congratulations to ...

Todd O'Brien — Private Pilot certificate on 15 August

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Donna An — Soloed in the 152 on 21 August

Magdy Ibrahim — Soloed in the 152 on 29 August

Special CAP meeting

I would like to invite all of you to attend a separate CAP meeting on Tuesday, 16 September, from 1900 to 2000.

Capt. Michael Crockett from BCC will be coming over and going over some of the benefits and opportunities available to everyone through CAP, along with some basic information on professional development.

I will also look to everyone for some guidance on how you would like to proceed over the next year with training schedules for aircrew training and recurrent training to keep us all sharp.

I look forward to working together and seeing all of you there.

❖ **MIKE REGEN**

Are you night current?

As fall approaches, and the nights come more quickly, we pilots have to be cognizant of our readiness to fly at night. Night currency requires much more than just complying with the regulations for carrying passengers at night. Conscientious pilots should want to knock off the night rust with a friendly CFI. There are many reasons to get out to the airport and practice at night. Here are a few:

1. PREFLIGHT

What may appear as an obvious anomaly during the day may not be so obvious at night. You must meticulously preflight the airplane with flashlight in hand. Is that fuel really blue, or did the lineman accidentally feed kerosene to a plane you are about to fly into the blackness of night? Are there significant amounts of oil or hydraulic fluid on the ground near the nose wheel, around the constant speed propeller, or near the main wheel brakes? Again, you need to make sure to look at everything with the flashlight since the obvious can be disguised at night. Also, don't forget to check the lights. Bulbs don't last forever and finding out during the landing flare is not much fun!

How about your supplies? Do you have spare flashlights? Are they where you can reach them in flight? I remember a story from a flying friend

who was with a CFII on a training flight at night. The pilot's flashlight went out and he asked the CFII to reach in the bag in the back and retrieve the spare flashlight. After several moments of silence, the pilot asked again only to hear the CFII say "I'm not here." It was a strong lesson for the pilot to make sure that his spare flashlight is always located where he can reach it when needed.

2. DEPARTURE

Climbing out into total darkness can be a nerve-racking activity. Once the runway lights begin to pass beneath the plane, your sense of up and down can be interrupted. This transition to a nose-high night climb often blocks what little view of the horizon you may have. Therefore, the VFR pilot needs to know how to fly the instruments to keep the shiny side up. The IFR pilot needs to be sure they are current on flying

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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	Arjan Plomp
Chaplain	Edco Bailey
Members at Large	Bryan Absher, Ruth Hornseth, John Peake, Arjan Plomp, Michael Regen

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Flying Accounts	Piotr Kulczakowicz, Raj Uppoor
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Mtncce Advisor	Bill Pechnik
Mtncce Coordinator	Bill Hughes
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CAP Squadron Administration

Commander	Bob Hawkins
Deputy Commander	Dick Strock

Newsletter

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Mailing/Distribution	Chip Fleming, Dan Golas

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the instruments as well. The most important thing is to be cognizant of this transition prior to beginning the takeoff roll. Being caught off guard by this transition to a climb into the night sky can cause a disoriented pilot to do something foolish. If you anticipate the transition, then handling the departure should be a non-event.

3. CRUISE

During the cruise portion of the flight, you should scan your instruments more diligently. A vacuum or alternator failure at night is immensely more dangerous than the same failure in day VFR conditions. Also, be aware of where you are and where you are going. At night, your pilotage skill requirements change. Instead of lakes, rivers and train tracks to follow, you now have lighted towns, towers and highways. Be very careful to cross check your navigation. I was once coming back from Hagerstown, Maryland at night and began to follow route 270 from Frederick thinking it was route 70. The airport beacon for Leesburg, Virginia blinked the same green and white as my destination at Gaithersburg, Maryland. It was sucking me towards it despite the fact that the GPS, VOR and DG on board were screaming that I was off course. Good thing for me this only lasted 30 seconds before I realized my mistake and corrected, as I was headed straight for the Washington DC Flight Restriction Zone. The lesson learned was to trust my instruments because the visual clues at night had tricked my brain into ignoring the obvious red flags. You can navigate with pilotage at night. Just use those instruments to cross reference your navigation.

Also, weigh your landing options during your cruise. I know we like to think our flying machines are infallible, but I assure you they are not. If things do go south at night, and you need to land immediately, where will you go? Where is your nearest airport? If that's not an option, is the highway is the best bet, despite the threat of power lines and bridges? Sometimes you can discern a body of water at night, which may be a better option. Is there enough moonlight to identify large fields? Sometimes in winter, snow covered fields are also visible at night. Regardless of the terrain below, you should always have an idea of where you will go should the fan stop turning. It's simply one of the risks we deal with in aviation.

4. DESCENT

Before you start down for your destination airport, you should be prepared with information such as the pilot controlled lighting frequency, activation procedure, recommended pattern altitude, and any obstructions that may surround your destination. An unfortunate 1700 hour pilot of a Cessna 210 found out the hard way that the trees at the end of Lee Airport in Annapolis, Maryland are impossible to see at night, especially when the obstruction light designed to warn the pilot of this fact is inoperative (see NTSB Report NYC07FA042). Had he noted their position and height during his preflight, he may have avoided them. I made a similar preflight planning error during a Civil Air Patrol flight to Harford County Airport in Churchville, Maryland. I had planned to arrive during the daytime. However, things changed and I had to fly in at night. I had done very little homework on the airfield aside from pattern side, altitude and CTAF frequency. While on final approach, I became concerned about the darkness of the surrounding terrain and began to hope I was clear of any obstacles that might be hiding there. Hope is far less comforting than knowledge.

5. LANDING

Having deftly survived the previous four phases of the trip, you now find yourself downwind. Have you checked that your landing light hasn't died since preflight? There are several ways to check the landing light in flight. If the landing light is in the wing, you will obviously see it. However, if it is in the nose of your airplane, you can turn it on and look at the propeller area. You can usually see a slight glow of light on the propeller. Alternately, turning on the landing light will typically, but not always, cause an initial deflection in your ammeter. Either way, landing without a landing light is not a life threatening situation, if you are prepared and can practice it ahead of time (with a willing CFI of course). During my primary training, my CFI made me perform two landings without my landing light. I will remember those landings for the rest of my days.

Now that you've checked the landing light, activated the pilot controlled lighting and run your GUMPSLA (L=lights; A=autopilot), you are ready for the descent for landing. This is where attention needs to be divided between the runway and your main instruments. Being on the downwind or base leg, flying away from the air-

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port, can be particularly dangerous at night, especially when flying into an airport with little surrounding lighting. Four people perished in Ocean City in 2003 when the 300 hour pilot of a 172 became disoriented on the base leg for runway 20 which takes you out over the ocean (see NTSB Report IAD02FA037). The pilot ended up spiraling into the ocean on a calm, clear and moonless night. Flying into the "black hole" without using the instruments in front of you can be fatal indeed.

You should not treat night flying as just another VFR flight. Night flying requires different skills and heightened awareness. You really should consider going out and practicing with a CFI. Don't forget that our club offers a 20% discount for 2 hours of annual practice with a club CFI. This should be incentive enough to go out with a CFI and practice. Once you are cruising in the smooth air, getting your clearance from the unusually quiet Potomac TRACON, and marveling at the pretty lights sliding under the belly of your airplane, you will be glad that you did your due diligence to be the most proficient pilot you can be.

Happy flying.

❖ ADAM DONALDSON

Aircraft rates

Following are the current aircraft rates (tach, wet, except as noted), as of 1 September 2008.

N25883 (C-152)	\$76.00
N5135R (C-172)	\$93.00
N739BA (C-172)	\$95.00
N20300 (C-177)	\$106.00
N15624 (PA-28-235)	\$129.00
CAP	\$52.00 (Hobbs, dry)

Please continue to purchase fuel elsewhere (*i.e.* not at GAI unless necessary). We have managed to hold off increasing rates until now, thanks due to everyone's efforts to control fuel costs.

Crew chiefs

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

❖ MICHAEL REGEN

Zero-zero departure

Some years back I was asked to retrieve a Cessna 310 from a paint shop in Aiken, SC. After a commercial flight into Atlanta and a connecting flight into Augusta, Georgia, I had the pleasure of being picked up and driven to Aiken in extreme fog. It was probably instrument minimums at Augusta, but Aiken was Zero-Zero. I could just make out the airplane setting on the ramp in front of the FBO.

After doing a careful preflight and draining about a pint of water from each tank (the paint stripping must have put a lot of water into the tanks), I filed instruments to KGAI. Start up was normal and the runup was normal. After taking the runway I had to follow the center line for the Zero-Zero takeoff. What, me worried about the weather? I tracked the line quite well and lifted off. At about 200' up I retracted the gear and set the throttles back to 24" and bought the props back to 2450. At this point the left engine RPM started spooling down- Oh my gosh! I had to feather the left engine fast before the RPM dropped too low or the propeller locking-pins would lock the propeller into full increase. This was going to be a fun departure!

With the left engine secured and the propeller feathered I called Augusta departure and ad-

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vised them I had lost my Number 1 engine and was attempting to climb. They immediately turned me over to Columbia Approach. They asked my intentions (don't they always do this). I requested current weather at several nearby airports (Columbia was 300 & 1/2, not very good for a single engine try), and ATC said "You'll have to call FSS." I told them to get the weather for me, and at this moment a United Airlines flight jumped in and gave me Florence, SC, and a couple more places. Approach came back with a different voice and gave me several places. I selected Anderson, SC, about 100 nm away with about 800 overcast and 1 mile. My pre-departure weather was fairly old since we didn't have good reporting in the olden days like we do now.

After an uneventful flight of 100 nm on the gages and on one engine that was running very warm, I did my first ever VOR/DME approach into Anderson, SC. The next day the mechanics and I checked the plane and couldn't find anything wrong. I even test flew it with one of them on board. I filed again to KGAI and departed in CAVU conditions. Upon reaching 1000' AGL, I reduced the power and the left engine did the same thing. Another landing on one engine at Anderson — I was getting good at this. I called the Cessna owner and got a commercial flight back to DC.

Further checking by the mechanics found a blocked oil passage to the propeller dome. When a twin loses oil pressure to the propeller, the propeller will feather; hence the reason for the spooling down of the RPM.

The moral: Don't take off below minimums.

❖ JOHN PEAKE

(An alive Safety Officer)

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.

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Qtr 4	31 May	20.0

*29 February in a leap year

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Thanks for your cooperation.

❖ ZELICK (ALEX) WAGANHEIM

Funny stuff

[This one comes from **Bob Hawkins**, who should be considered an expert on the subheading]

OLD PILOTS

A 65 year old man went to the doctor for his Class II exam, and the doctor was amazed at what good shape the guy was in. The doctor asked, "To what do you attribute your good health?"

The old timer said, "I'm a helicopter pilot and that's why I'm in such good shape. I'm up well before daylight, climb all over the helicopter doing my preflight inspection, flying all day, etc."

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The doctor said, "Well, I'm sure that helps, but there's got to be more to it. How old was your dad when he died?"

The old timer said, "Who said my dad's dead?"

The doctor said, "You mean you're 65 years old and your dad's still alive? How old is he?"

The old timer said, "He's 84 yrs old and, in fact, he built and flies his own airplane and he went flying with me this morning. That's why he's still alive ...he's a pilot too!"

The doctor said, "Well, that's great, but I'm sure there's more to it. How about your dad's dad? How old was he when he died?"

The old timer said, "Who said my grandpa's dead?"

The doctor said, "You mean your dad is 84 years old and his father is still living! How old is he?"

The old timer said, "Grandpa is 102 years old and he was a pilot too."

The doctor was getting frustrated at this point and said, "I guess he went flying with you this morning too?"

The old timer said, "No, Grandpa couldn't go this morning because he just got married and he's on his honeymoon."

The doctor said in amazement, "Got married!! Why would a 102-year-old guy want to get married?"

The old timer said, "Who said he wanted to?"

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President's message

Fall is a great time to go flying. The air is crisp and not too cold, and the colors are just fantastic. But before you go, remember to take the new ADIZ course, which the FAA has mandated for everyone who flies in our area. It can be found at <http://www.faasafety.gov/>. Log on and then select "My courses" on the left-hand menu. If you don't have a login ID, it is easy to get. The course is easy and you get a nice certificate at the end, including a wallet-size card that you can put in the back of your logbook. I bring this to your attention because you need to complete the course by February 2009. That's five months from now, and you have a bunch of holidays between now and then, not to mention other projects to get done. When your flight review comes due, your friendly CFI should ask you for documentation that you've completed the course. So given that the new course is mandatory, why not just get it out of the way?

I know that we all like to stay toasty warm, so now is the time to order a nice warm jacket. (You know this is leading somewhere.) You can order a really nice, warm and washable jacket, fully tested by other members of CFC, through the Trams Fund. You get to support both the club and the Trams fund, and at the same time get yourself a comfy jacket. They come with or without a hood, and you can have a zipper front or pullover. Not only that, you can get the squadron logo (with or without "Montgomery Squadron") and your name embroidered. The jackets come in your basic black. A number of members ordered these last year, and they have proven to be sturdy as well as comfortable and quite warm. They are washable (and don't

shrink). So if you'd like one, send me an e-mail soon and I'll get them ordered (\$42 each regardless of options) and we should have them by Thanksgiving.

As this goes to press we are finishing the annual on the Cardinal. In addition to some minor improvements such as an oil/air separator, the plane is in pretty good shape, especially with the new Garmin 430 (with WAAS). The plane also was cleaned and waxed. Take some time to familiarize yourself with the 430 before you go blasting off. The air/oil separator helps keep the belly clean and allows us to run the plane with a bit more oil in the crankcase, giving us better lubrication. It also eliminates blowing oil overboard and helps keep the engine a little cooler.

We are in the process of changing over to Phillips 100W AD oil for all our planes. This oil meets the additive requirements for the H engine in 739BA and appears to mitigate oil usage in both the Cardinal and the 152. During this changeover we will be using both types of oil. So, please make note of the oil being used in the plane you are flying and make sure you have a spare quart of that type with you. Within a month or so we should be fully converted, and all the aircraft will be using the same oil. During the cold months we may go to Phillips 80W AD, depending on how well the 100W performs. The decision to change to Phillips 100 is based on the fact that the new oil meets the AD requirements of the engine in N739BA and costs about \$20 less per case (\$1.66 per quart). This represents a savings of about \$13 per oil change. Keeping our costs in line while maintaining a safe operation is our primary objective.

The board of directors interviewed two BCC cadets who have applied to the club under our cadet membership program. So if you see a young man who looks just old enough to drive a car, introduce yourself. They just might be intimidated by all the "older" folks that are out flying airplanes. Just remember how strange it felt when you were learning to fly. I'm sure you will be impressed with these youngsters.

About once a month — through the generosity of **Lou Krupnick** — we get a dozen or two fresh eggs to raffle off. It is \$1 per chance and all the money goes to the Trams Fund. Also, the chickens have gone on strike and are no longer producing egg cartons, so if you have an extra carton or two, please bring it to the meeting.

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Go fly, it's good for you.

❖ **BOB HAWKINS**

Notice of election

The Club's by-laws provide for annual elections, to be held on the first Tuesday of December for the coming year.

Accordingly, we will hold elections for 2009 on 2 December. No proxies; you must be physically present to vote.

If you are interested in running, please see **Bob Hawkins**. Also see Bob if you would like to be Election Honcho (aka chairman of the nominating committee).

Correction

It has recently come to our attention, thanks to an eagle-eyed reader, that **Bob Gawler** was left off the BoD listing on the masthead. Bob serves as an at-large member of the Board, replacing **Arjan Plomp**, who is now in the Treasurer spot. Please accept the Editor's most profuse and abject apologies.

Chaplain's corner

The names **Chuck Brady, Don Black, Doc Trams, Jerry Yeager, John Dengler, Dave Weiss**, and **Bill Beals** ring a bell with some of us. So do other names, such as **Diane Dompka, Stuart and Margaret Natof, Amy Smith, Lyn Leet, Mike Allen, Jimmie and Nancy Blackwell, Hal and Carol Wells**. These names say to us that time and change are constantly calling us and leading us on the never-ending task of dealing with leave-taking. As we say our good-byes, we think, feel deeply, and ponder. And we move on. We say hello — to new relationships and changes and times of living. There was a time when our club/squadron roster carried over 95 names. That number is reduced by a third now, and yet we continue. We will continue. Flying is not just for the birds. We love to fly and to associate with those who love to fly. The years come, and the years continue, and the years go. And the years begin again. Each one brings much. Each one demands much. Someday the years will end for each of us and yield up their give-and-take to eternity. Then we will say hello to those beyond time. This will be good, too. But until that day, let us keep on keeping on with the good things

we enjoy in our club and squadron life together. Persistence, patience and faithfulness. Every good deed will yield its own reward. Patience, faith, and persistence are required. Dr. Rachel Naomi Remen tells a story of a lesson she learned from her grandfather. He gave her a cup of dirt and asked her to water it. She did this faithfully though it made no sense to her until, wonder of wonder, to her surprise, a plant spring up in it. Faithfulness, patience and persistence yielded the gift of new life! So long as we honor the commitments that make for excellent flying, we will continue to fly. What a blessing and reward! Thanks be to God. 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	Arjan Plomp
Chaplain	Edco Bailey
Members at Large	Bryan Absher, Bob Gawler , Ruth Hornseth, John Peake, Michael Regen

Flying Club Administration

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

CAP Squadron Administration

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Deputy Commander	Dick Strock

Newsletter

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

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Fly-ins

On 25 October there is a car and plane show event at Georgetown in Delaware. May be a couple of planes (assuming **Charlie** goes) going for that; there may still be a seat if you want to tag along. We'll probably leave about 0800 or so and come back mid-afternoon. Sounds fun. Next item to plan for is the Holly Run, currently set for the first Saturday in December. Maybe you'll get to haul Santa — just don't put him in the front seat of the Cardinal, because the W&B won't work.

Let me know if you want to go on one of these trips.

❖ **JOE STUBBLEFIELD**

The best-laid plans...

Flying home from the Oshkosh Air Show in August of 2007 inspired me to ponder, "Wouldn't it be cool to take a plane and fly around the USA with my best buddy and wife **Claire**!!" Thus began our planning to spend September 2008 flying N20300, our trusty Club Cardinal, around the Lower 48 of our great country. As Labor Day approached things got dicey for the Drurys. Between the hurricanes (Claire works for FEMA), nagging health issues and impossible work schedules our flight shrank from 3 plus weeks to a mere 2 days! But those two days were spectacular, and here's why.

September 23 and 24 promised clear skies in northern New York, so we headed for the Finger Lakes. Northwestern New York is an easy three-hour flight from Gaithersburg. Our flight planning took us to Lancaster, PA, and then straight north to the Lakes. If you have never been there the area is spectacularly beautiful. The lakes are at about 1000 feet MSL and are surrounded by rolling hills. The area is largely farmland, and the lake shores abound with vacation homes. We toured the three major lakes (Cayuga, Seneca, and Keuka) by air, and Claire decided that we should spend our evening in the town of Penn Yan (local abbreviation for Pennsylvania Yankee) at the north end of Keuka.

The Penn Yan Airport, owned by Seneca Brand Foods and located right at the edge of town, is first class! There were many private hangars, hinting at an active local flying community. The airport staff was most helpful in arranging a

great B&B (The Robertson House) for the evening and the car rental to complete our land tour.

There is no better way to tour the country than to scope out the area by small plane and then complete the tour by car. The access roads surrounding each lake allow you to truly enjoy the awesome beauty of this region. We are talking wine country here, folks, and there are loads of wine-tasting opportunities. The local wines are known for their quality and uniqueness because of the cool climate. We encountered few tourists, although the locals warned that would change as the fall foliage reached its peak.

Another highlight of the trip was a visit to the Glenn Curtiss Museum in the Town of Hammondsport. Glenn Curtiss is well known to aviation history buffs, and his inventions garnered 87 U.S. patents. The museum is not just for propeller-heads. Your crew will be delighted with the many exhibits depicting history of the Finger Lakes region.

We were never too far away from the latest weather report and enjoyed a leisurely flight home before an evil low-pressure system pushed in from the east. We lingered over a beautiful sunset at Gaithersburg, tied down faithful 9BA, and headed home with many fond memories.

❖ **BRUCE AND CLAIRE DRURY**

Other well-laid plans...

While editing this month's newsletter --so splendidly organized by Andy Smith -- the above story inspired me to write up a flight my wife Karen and I took up to Lebanon, New Hampshire over the Columbus Day long weekend, to spend time in Woodstock, Vermont.

Thanks to the club's great maintenance, the Cherokee Charger, N15624, flew flawlessly, humming along with its new prop over foliage that grew increasingly red the further north we flew.

ATC seemed very busy from Harrisburg to New York Center, and called out a fair amount of potentially conflicting VFR traffic as we were on an IFR plan in severe clear WX.

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We landed for lunch at Sky Acres near Poughkeepsie. Have you been there? Beautiful surroundings and upon landing you taxi up a steep hill and park right by the Daily Planet restaurant and flight shop. Belgian waffles with blueberries.

FSS reported an Airmet for moderate turbulence below 8,000 from Sky Acres to KLEB. This turned out to be a chuckhole somewhere over northern NY, single bounce.

The flight back on Columbus Day brought the kind of running wind the intrepid explorer himself must have wished he had, with the GPS regularly reading over 140 knots and nary a bump. High overcast and cooperative "direct-to" controllers; I think we made four course turns the whole time necessitating the exertion of moving the AP heading bug a smidge. Chock to chock 2:45 for the 300 nm journey, as opposed to the 9-hour drive, 500 sm journey we will never grow accustomed to. Remark in the logbook: "Nice flight."

❖ **SANDY GILMOUR**

Aircraft rates

Following are the current aircraft rates (tach, wet, except as noted), as of 1 September 2008.

N25883 (C-152)	\$76.00
N5135R (C-172)	\$93.00
N739BA (C-172)	\$95.00
N20300 (C-177)	\$106.00
N15624 (PA-28-235)	\$129.00
CAP	\$52.00 (Hobbs, dry)

Please continue to purchase fuel elsewhere (*i.e.* not at GAI unless necessary). By controlling fuel costs we can keep our rates down.

Crew chiefs

A/C	Chief (Assistant chief)
N15624	Dan Hayes (Dan Larson)
N20300	John Peake (Dan Boyle)
N5135R	Vic McGonegal
N739BA	Dick Strock
N25883	Ruth Hornseth (Bruce Drury)

A/C	Chief (Assistant chief)
N6429T	Gashaw Mengistu

Work hours

Amy McMaster (AJMcMaster@venerable.com) is our Work Assignment Officer; contact Amy to find out what jobs are available.

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.

❖ **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.

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
*29 February in a leap year		

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

Also see the related item in the next column about jobs that carry automatic work hours.

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants.

Reports through 30 June 2008 are now 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

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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
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.

❖ **ZELICK (ALEX) WAGANHEIM**

Automatic assigned work hours

Over the last year the club Board of Directors has been debating revamping the current list of automatic assigned work hours. The list that is currently part of the club rules is outdated and does not take into account some of the actual jobs being done. There were also numerous club members sending in their hours saying that they were told that it would be for a set amount of hours, followed by a process each time needed to verify or deny the hours.

At the October BOD meeting the final proposal for the assignment of work hours was accepted (see the chart on page 6). These are the only automatically assigned work hours; if you have a club job that is not on the list, it simply means you must report your hours as you accomplish them. This new list goes into effect as of 1 December 2008.

We will be sure to post the list and keep it updated in the trailer.

Funny stuff

BFTSPLK'S FIFTH LAW:

When you make a beautiful landing, no one is paying attention.

However, when you commit an egregious bouncer, everyone you know at the airport is on the observation deck, and they were ALL paying attention to your landing.

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CFC automatic work hours job list as of October 2008

Job	Hours	Description
President	20	2 Year Term
Vice President	20	2 Year Term
Board Members	10	2 Year Term
Treasurer	20	Bookkeeper, Bill Payer, Maintains & Inputs Data into Quick-Books
Assistant Treasurer	10	Assists Treasurer As Needed
Flight Proficiency Board Chairman	20	Responsible For Forming & Chairing Committee In Aircraft Incidents, Accidents, Rules, Safety, & Judgment Violations
Aircraft Maintenance Chief	20	Club A&P Overseeing Maintenance On Club Aircraft, Signs Log Books
Aircraft Crew Chiefs	20	Responsible For Maintaining Aircraft & Aircraft Records
Flying Hour Bookkeeper & Assistant	20	Tracks Flying Hours & Charges, Maintains Associated Records, Publishes Reports On Monthly Basis
Aircraft Software Update Manager	20	Updates All GPS & Any Other Aircraft Software Each Cycle
Personnel/Administrative Officer	20	Collects & Maintains Club Records, Scheduling System, Insurance Docs
Facility Chief - Hangar	15	Keeping Hangar Clean, Organized, and Inventory Maintained
Facility Chief - Trailer	15	Keeping Trailer Clean, Organized, and Libations Stocked
Work Assignment Officer	10	Advertising and Organizing Club Jobs For Work Hours
Work Hour Credit Time-keeper	20	Collects and Maintains Member Work Hours, Publishes Reports
Historian	10	Collects, Organizes, and Maintains Club and Squadron History
Flight Instruction (per unpaid hr)	1	Instruction To Club Members Only, Paid Instruction Does Not Qualify
Collections Officer	10	Collects Funds From Members to Fund Flying Accounts & Deposits Money
Fly-Out Coordinator	20	Must Schedule &/or Plan Minimum Of 8 Per Year
Tax Accountant	10	Prepares Tax Returns For The Club
Newsletter Editor	20	Edits and Publishes The Monthly Club Newsletter
Webmaster	5	Maintains The Club/Squadron Website, Updates On A Timely Basis
Chaplain	20	Also Write Articles For Newsletter
CAP Aircraft Officer	10	Reports Status, Coordinates Maintenance, & Keeps Records Updated
CAP Personnel/Admin Officer	10	CAP Personnel & Admin Officer Working With Club Counterpart
Club Attorney	5	On Call Club Attorney For All Club Legal Issues And Advice

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President's message

As you may have noticed, the price of automobile fuel has been coming down; even the cost of aviation gas has started to drop. Avgas at Gaithersburg is now \$5.30 per gallon.

In the last year or so we have been chasing the rising cost of fuel by increasing rates. Unfortunately, we were always behind the power curve by at least a month or two. Our last price increase was predicated on two principles. The first was that our folks would look for and buy fuel somewhere other than GAI; the second was that the fuel they bought elsewhere would cost less than \$6.00 per gallon. This was based, in part, on the fact that fuel at DMW was \$5.32 per gallon. For the most part, our members were able to buy fuel at an average cost of approximately \$5.85 per gallon. All of this is good news.

So, from early spring through early fall it looks like we have been able to hold our own with regard to fuel costs. Where we have not been able to hold costs in check is in the parts area. The cost of our replacement parts has skyrocketed. In addition, we have had some other repairs that we had to farm out, and these too have been expensive.

While the cost of avgas has dropped, the cost of parts has gone up and the overall market for fuel and parts is pretty unstable. For the next month or so we are going to track fuel costs very closely with the idea that we can lower overall rates by the end of the year. That assumes that fuel costs will continue to decline and that parts costs will stabilize or come down.

I encourage all our members to keep an eye out for inexpensive fuel and to treat our equipment

with a lot of Tender Loving Care. So, for the time being, the aircraft rates will stay where they are. In addition to all this, we are also going to do an in-depth analysis of our operating expenses for the last year to see how accurate our previous analysis of aircraft operating expenses was.

Just for comparison, Montgomery Aviation is currently charging \$125 hour (Hobbs) for a 172 and TSS flying club is charging \$140 hour (Hobbs), whereas ours are \$93 and \$95 per tach hour. The difference is \$32 to \$45 per hour if you assume full power all the time. In reality, we tend to fly (on average) at less than 70% power, making the difference even bigger. At our current rates we are paying between \$69.75 and \$71.25 per Hobbs (loggable) hour.

❖ **BOB HAWKINS**

Notice of election

The Club's by-laws provide for annual elections, to be held on the first Tuesday of December for the coming year.

Accordingly, we will hold elections for 2009 on 2 December. No proxies; you must be physically present to vote.

John Strong is the chairman of the nominating committee, and he offers the following:

Persons running:

Bob Hawkins for President

Bryan Absher, Bob Gawler, and Mike Regan for Board

In order to vote, you must (1) be physically present at the election (no proxies) and (2) be a member in good standing (*i.e.*, your flying account must be current).

Chaplain's corner

A church, a temple, a mosque — these are sacred and awe-inspiring places. These are places where worship of God also takes place. They remind us constantly that there is more than what meets the eye. Their inaudible declaration calls to mind beliefs such as "God exists"; "God is love"; and "God is loving creator." Many persons greet the house of worship with rever-

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ence even when just passing by it. Something special, sacred, and spiritual is pointed to by the house of worship.

The house of worship is a hallowed or holy place. It is a house of God. Respect and reverence for the divine is good. It can lead us to the understanding that not only is a building sacred, but each person created of God is special and worthy of respect and love. Loving God and our fellow humankind created by God, is the sum total of religious devotion. We can love all of God's creation including the vastness of nature that we observe from the sky.

We will honor God, respect our fellow club and squadron associates, and together enjoy the beauty of God's creation from up on high from time to time. It is written in sacred scripture, "The heavens declare the glory of God; the earth shows his handiwork." (Psalm 19:1) Let us look, see, and behold the wonderful work of God while we rise up and fly or, make a high- road effort to greet our neighbor. Amen.

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

Fly-ins

The annual Holly Run to Tangier Island has been cancelled because the new runway surface at TGI will not be "set up" in time. We do have plans, though, for an activity of some kind on 13 December — maybe return to Millville for lunch and museum, or same agenda in Richmond or.....???? All suggestions are welcome; will try to oblige. Ruth and I will be in Atlantic City on 6 December for Coast Guard training !!! But the rest of you can go have fun. Also, thinking about attempts on Sky Bryce again, maybe for January.

❖ **JOE STUBBLEFIELD**

New FAR

Bob Hawkins sez: Please read the newest FAR - having to do with the ADIZ training. It's at http://rgl.faa.gov/Regulatory_and_Guidance_Library%5CrgFAR.nsf/FutureEffective/A3A275DDF311D1E0862574A30049E712?OpenDocument.

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N25883	Ruth Hornseth (Bruce Drury)
N6429T	Gashaw Mengistu

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❖ **MICHAEL REGEN**

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

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Mike Regen, Keeper of the Hours, has the following reminder:

Please remember that you need to have half of your work hours (10) done by the end of November. This should be an easy month to build them up between moving out of the trailer and into the new one, the annual on 883, and a new engine install on 9BA.

If you're in doubt about your work hours, contact **Mike**; if you're looking for jobs to do, contact **Amy McMaster**.

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants.

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❖ **ZELICK (ALEX) WAGANHEIM**

Funny stuff

Dan Hayes passed on the following gem:

"Mankind has a perfect record in aviation; we have never left one up there!"

***Impress your friends!
Become a published author!***

How?

Write for the newsletter,
that's how!

(Also, it's worth work hours.)

Contact cfc_record@yahoo.com with ideas for articles.