

# The Congressional Record

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

Vol. 26, No. 9

Gaithersburg, MD (KGAI)

September 2008

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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*

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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

A/C	Chief (Assistant chief)
N15624	Dan Hayes (Dan Larson)
N20300	John Peake (Dan Boyle)
N5135R	Vic McGonegal

A/C	Chief (Assistant chief)
N739BA	Dick Strock
N25883	Ruth Hornseth (Bruce Drury)
N6429T	Gashaw Mengistu

## Work hours

**Amy McMaster** ([AJMcMaster@venable.com](mailto: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](mailto: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

## 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.

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 May 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](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

[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?"