

The Congressional Record

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

Vol. 27, No. 1

Gaithersburg, MD (KGAI)

January 2009

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President's message

I hope everyone had a safe, sane, and enjoyable holiday season. While everyone was tucked in their warm beds, ol' **Dick Strock** was slaving away in the hangar fixing up the Li'l Dragon (N25883 – Cessna 152). Dick flew the plane on Friday 6 January and reports that it is an even better airplane now that a bunch of long overdue maintenance has been done. See Dick's article elsewhere in this month's newsletter.

I reported in an e-mail about a week ago that the left magneto had been overhauled. What is important here is that, normally, one would simply replace the existing mag (as the best course of action) given the age of the mag (time in service). It is easy to say that, but in so doing we would have spent about \$1,100 of the club's (your) money. By taking a couple of hours, some patience, and some parts (about \$100 worth), Dick was able to rebuild the mag better than new. It is things like this that not only give us better airplanes but keep our costs well below what other folks have to pay. Now, Dick is not the only one who puts in lots of hours as well as skills, so I'd like to thank Dick and all the others (way too numerous to mention — besides, I might miss someone) who help with everything we do. In the coming year, please plan on joining the guys and gals at the airport in keeping your planes flying.

As of this writing the trailer project is once again on the move. The holidays, missing wheels on the new trailer, and the inauguration (the trailer movers are busy moving trailers to downtown DC and back out) have provided numerous de-

lays, some of which were silly, others just plain outrageous, and some definably just a pain in the a**. Anyway, by the time you read this the trailer should be on the airpark — or at least finally on its way. Next month I will give a detailed report on the cost and various situations that came up in acquiring and putting our new trailer in place.

Our next major project is the engine exchange for N739BA. This is not just an opportunity to get in some work hours; it's a great opportunity to learn more about the airplane(s) you fly. Please plan on coming out (weekend or weekday) to help with this major project.

I am sure everyone has seen the new (reduced) rates on the aircraft. At least the cost of *something* we like to do is coming down! This is partially due to careful maintenance and partially due to the drop in fuel prices. Maintenance costs were rising faster than fuel costs but have not come down (at all). We were raising rates to compensate for rising fuel costs while at the same time the cost of parts was going through the roof — we were constantly a couple months behind the latest increase in fuel costs. Sometimes I think the fuel dealers were increasing costs as they were pumping the gas. Everything appears to have stabilized for the moment and I hope that we can look forward to some nice flying weather.

Blue skies and tailwinds to all

❖ **BOB HAWKINS**

Permanent ADIZ

The FAA recently announced the DC ADIZ, now to be known as Special Flight Rules Area (SFRA), is to be made permanent.

Here are links to more information on the AOPA website along with the FAA announcement and the final rule:

<http://www.aopa.org/flightplanning/articles/2008/081215adiz.html>

http://www.faa.gov/news/press_releases/news_story.cfm?newsId=10350

❖ **ALEX GERTSEN**

New aircraft rates

As you know, **Dick Strock** has been doing an in-depth analysis of our aircraft expenses (oper-

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ating costs), and the Board of Directors has lowered the aircraft rates.

A lot of this is the result of our folks being careful about where they buy fuel and treating the aircraft with TLC.

Aircraft	Current Rate	New Rate	Reduction
N15624	\$129	\$125	\$4
N20300	\$106	\$105	\$1
N25883	\$76	\$69	\$7
N5135R	\$93	\$88	\$5
N739BA	\$95	\$88	\$7

❖ BOB HAWKINS

Chaplain's corner

The new year finds us with much to ponder: A New trailer soon. Newly gained piloting privileges. New roles to fulfill. New rules and regulations to consider. New resolutions to select and attain. Amazing indeed is the fact that even in the deep of winter, the coming of the new year renews so much hope and expectation! And amazing also is the fact that from this boost to our personal and corporate motivation we do really receive energy to journey on. Onward to days, weeks and months of more accomplishment! Onward to new heights of satisfaction with the blessings that come to us as we seek to live life to the fullest! Onward to renewal of health, hope and happiness! Let us keep on encouraging one another to be and to do the best that we can be and do to have a happy new year!

It is amazing what a good word of encouragement can do! Two personal examples follow.

Many years ago, a person in the Club suggested that I might consider serving as a Chaplain. He went so far as to outline in detail ways in which I might serve cadets, or even serve as the MD Wing Chaplain. At length, I undertook the difficult process of becoming certified in the Association of Professional Chaplains, and being appointed as a Chaplain by CAP headquarters at Maxwell. And after serving at Bethesda-Chevy Chase, Frederick, and for a member at Mt. Airy, all the while officially appointed to Montgomery Squadron, I have accepted the call this month to serve as Chaplain for Maryland Wing.

Some years ago when I thought that the typical aging process was affecting my eyesight, an older person in the Club suggested that the perceived decline in vision was a passing phenomena that would stop at some point. This suggestion took the fear out of the feeling that as far as my sight was concerned, "it was all downhill for me." Well, to my surprise without much except hope and expectation of decline, stoppage and even improvement, my ability to see has stabilized. I have not needed prescription glasses. I ponder with amazement the impact we can have upon one another as we encourage each other onward to fulfillment of our personal, professional, and corporate potential in Civil Air Patrol and Congressional Flying Club.

In the new year, may we resolve to encourage

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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one another onward to service, fulfillment, and enjoyment in our life together. Amen.

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

Noise!

For the last few years, I have held a volunteer position on the Montgomery County Noise Control Advisory Board (NCAB). This board advises the County Executive, Council, and the Park & Planning Commission on issues related to noise control. Because of my position on the board, the board wrote letters and spoke out against proposed development of the Webb Tract and other issues that could adversely affect the airport. I have recently had to resign from my position on the NCAB due to scheduling conflicts with my job, and there is nobody else on the NCAB who is an advocate for the Airpark. The commitment is only a couple of hours per month, and CFC has in the past given some work hour credit for the time spent advocating for the airport. If anyone is interested in seeking a position on the NCAB, please get in touch with me.

❖ **GREG BROWN**

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**

2008 inspection marathon

The 2008 Annual Inspection Marathon is Over! On 9 January 2009, N25883 was finally rolled out of the Hangar H5 for its post-maintenance test flight. This date marked the completion of the 2008 Annual Inspection Marathon that began almost 9 1/2 months earlier, on 30 March 2008, when N739BA was rolled in.

For 235 days during that 285-day period, there was an aircraft in the hangar going through annual inspection. This doesn't include the activity for 50-hour inspections and unscheduled maintenance.

The cost for the just annual inspections this year was almost \$9,300. Most of this was for parts; labor cost was \$0, except for a few items that needed to be outsourced. Keep in mind that this figure does not include the cost of regular and unscheduled maintenance, the cost of other mandated inspections (e.g., transponder and pitot-static), or any upgrades such as new avionics.

There will be little rest for the weary, however. As you read this, N739BA should be receiving a new engine, which will probably take several weeks to complete. While the aircraft is in the hangar, some of the deteriorated interior plastic, in particular the lower panel, will be replaced. And because the annual on this aircraft is due again in April, that activity will most likely be performed concurrent with the engine installation.

Also, the outlook for 2010 appears to be, well, exciting. If the aircraft continue to be flown at our historical rates, the club will be facing three additional engine changes (or overhaul) within the first six months. The cost of these engines, conservatively estimated to total \$60,000, probably more, will put enormous pressure on club resources, both human and financial.

One final item to mention is the tremendous amount of time and effort expended by a small cadre of members to keep the club's aircraft flying. We're talking about hundreds of hours individually, and thousands of hours collectively, of volunteer time each year. So if you find yourself coming up short on the 20 hours of required volunteer time, or even if you're not, please consider helping out with aircraft maintenance. Even if you are challenged by the proper way to hold a wrench or screwdriver, there are always

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dirty bellies that could use some cleaning. It would be refreshing to see some new faces hanging out at Hangar H5!

Fly safely!

❖ **DICK STROCK**

Cold weather operation

Since we are now well into the winter season, we need to be thinking about practices for cold weather operation. The generator and heater are ready in the sheds near our tie-downs. If you are not familiar with their proper use, ask another member to acquaint you with their proper use before attempting to use them.

Meanwhile, pay attention to the forecasts. After your flight, if the forecast for the period that is likely to precede the next flight includes the likelihood of freezing temperatures, leave the prop vertical when tying down the plane. This will allow any water entering or condensation occurring inside the spinner assembly to drain out and not collect to form a lump of ice that can severely unbalance the prop.

Also, check diligently for water in the fuel during preflight. With the considerable daily changes in temperature and humidity, this is a season that readily produces condensation of water vapor in the fuel tanks. There is no guarantee that fuel received during fueling is completely water-free, whether it is done here at GAI or elsewhere. Most FBO's, including MAL, sump their supply tanks and trucks daily and remove any water and other contaminants found, but conditions change by the minute.

On the initial cold start attempt, be careful to avoid under priming. It is likely that more priming will be needed in colder weather than in warm. For the 172's that's typically 5–6 strokes. The Cherokee will likely need 6–8 full strokes (aux pump off). If the plane does not start on the first try, use extreme caution on repeated starting attempts to avoid overpriming, which could lead to an engine compartment fire.

Starting procedures for the Cardinal and the 152 are the same as for the 172's. Preheating may not be necessary at temperatures above 20° F, but may be used at any temperature below 40° F as a matter of personal preference.

Our preheating equipment is being re-evaluated and may or may not be available for use. In the

meantime, if it is not, anyone needing preheating may have to secure it from the FBO at their own expense.

If, after an unsuccessful attempt to start the engine, you smell fuel and there is no evidence of fire, stop and wait at least 15 minutes before additional attempts. If you see or smell evidence of fire, continue to crank the engine for 10–15 seconds without priming and with the throttle approximately half open. This will normally suck the fire into the engine whether or not the engine starts. If the fire persists, shut down, exit the plane and use the on-board fire extinguisher. The Halon extinguishers that we have will extinguish any engine compartment fire if you vent the extinguisher into the upper air intakes near the propeller. It is not necessary to uncowl the engine. If the engine starts and there is no further evidence of the fire, allow it to run for about a minute and shut it down. After any fire, have the plane, especially the area of the air filter and the engine compartment wiring, inspected by a competent party to ensure that it is truly airworthy before attempting to fly. In this or any situation, it is far better to err on the side of safety, than to take a possibly fatal chance in the hope of completing a flight.

Also, for N20300, special care should be taken in preflight to fully inspect the landing gear, especially if the wheel fairings are installed. In cold weather, it is very common for ice to build up inside wheel fairings. This can cause excessive wear on the tires as it rubs against them; in extreme cases, it can cause a blowout. It can also cause sudden lock-up of one or more wheels and loss of control of the plane during taxi, take-off run, or landing rollout. Finally, ice can cause improper brake operation, ranging from lockup to no braking action. During preflight and after each landing it is advisable to inspect the full circumference of each tire and the brake pads and calipers as well as the inner surfaces of each wheel fairing for any ice formation or build-up. Failure to do so definitely makes the PIC liable for any damage that might occur.

For snow removal, the best tool is the yellow Lovett Snow Chaser that is kept in our maintenance hangar. When used carefully, its soft rubber edge will not harm the painted and other surfaces of the plane and will very efficiently remove several inches of snow. Do not use rigid plastic or metal scrapers on any part of the air-

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plane! If the surface of the plane is ice-free after the removal, the plane should be ready to fly by the time a good preflight has been completed.

Our shed near the tie-downs contains the pressure sprayer and extra fluid for deicing. This fluid should not be used to remove snow. It should be used to melt ice that remains after the snow has been swept off or to remove frost and/or ice on the plane in the absence of snow. Simply spray a light application of the fluid on the ice- or frost-covered areas, and by the time preflight is completed, the plane should be ready to fly. In extreme cases, a second application may be needed.

❖ **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
*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**.

Fly-ins

We have some interest here from a local renowned Tiger jockey and his snowboarding wife for a trip to Sky Bryce on Sunday 18 January. So what about the rest of you? Sounds like great food down there and entertainment supplied while dining if you like seeing folks sliding down the slopes (sounds like coming home from

work). Anyway, we have planes to fill and need you to step up now if you are ready to go at about 0930. Alternate would be Millville for another fabulous breakfast and maybe a quick look around the little museum. Winds can be tricky at either place, but at least at Millville there are no mountains glued to the ends of the runway.

Let me know if you can come for what might be my last run as PIC for a little while. I will be glad to share all the details about that and the little run I made in late December to Duluth and back in one day ... or you can sit at another table. Sign up today! An e-mail reply with your intentions and what you can fly in there for us would be great. Passengers welcome, kind of.

❖ **JOE STUBBLEFIELD**

Your flying account

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

Reports through 31 October 2008 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:

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.

❖ **ZELICK (ALEX) WAGANHEIM**

Funny stuff

From Dan Hayes:

"Blue water Navy truism: There are more planes in the ocean than submarines in the sky."