

The Congressional Record

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

Vol. 27, No. 2

Gaithersburg, MD (KGAI)

February 2009

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President's message

February brings the prospect of spring and the resurgence of activities – not the least of which is the installation of a new engine in 739BA, and of course work hour opportunities. The winter has been stressful with bad weather, the economy, and the process of replacing our trailer. Thanks to Dick Strock, John Peake, Bill Hughes, Bill Pechnik, Phil Carls, and others – I stress others because there have been any number of the members that have been able to drop by and lend a hand for an hour or so – this has a significant impact on getting things done. So, if or when you get the chance come by and lend a hand, please know it will make you feel good and that you get credit for work hours.

We are now working on exchanging the engine in BA. This is a long and careful process. For those of you that have been flying the Cardinal you are fully aware of the impact that an engine exchange has. In the case of BA we are not only exchanging the engine but also putting in a PowerFlow exhaust. These two upgrades should have a significant impact on the overall performance of BA. This process will take several weeks, including some restrictive flying as the new engine is broken in. I bring this point up because last year we had a member that felt that the restrictions did not apply to him. The final result was that he is no longer a member of our little group. Misusing our equipment can have serious consequences – remember these airplanes are yours and should be treated with TLC. I would also like to point out that the new engine contains some new technology in

that the folks that rebuilt the engine have developed a way to oil the cam lobes more effectively. This may eventually eliminate the Airworthiness Directive that requires an oil change every 50 hours as well as the use of a special additive. We are still subject to the AD for the foreseeable future.

After some discussion among the maintenance staff and the Board of Directors it has been decided to add the so called "Lawyer Latch" or secondary seat stop to both the Cardinal and BA. This is a safety feature that is important. I realize that some folks may find the latch a bit difficult to use on occasion but a sliding seat on take off is no joke.

❖ **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**

CFC Needs Your ADIZ Cert!

If Doug Holly does not have either an electronic or hard copy of your ADIZ course certificate for the club records, you need to send it in NOW!

You should have been completed the online FAA course by 9 February as required by the federales. The club needs a copy of the certification to make sure you are legal. If you didn't bring a copy to the club Tuesday night, then email it to Doug at doug.holly@jdsu.com.

If you have taken the course since August 2007, the certificate should be titled "Navigating the New DC ADIZ". That is the required course. If

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you have misplaced your certificate, you can simply sign on to the FAA site, go to "My Courses" click on the little diploma icon on the right side and it will give you a copy of your certificate.

Aircraft rates

Following are our aircraft hourly rates as of 1 February 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

We are replacing the trailer. Notice how we attend to every detail. With care and all the skillful assistance of a host of helpers, a house becomes a home in due time. We hope to set ourselves well for many more years of flying facilitated by our fellowship in the facility we establish. It is a wonderful work!

Sacred scripture speaks of sharing, bearing one another's burden. We all had the burden, the same burden of putting the trailer in place. We bore as best we could the burden. We had a will to work. For some of us other commitments militated against our contributing to the burden of serving. Thanks for the fact that at least there was the will to work.

Good leadership is critical to the success of big projects. Without it, we struggle but without success. The project commends the vision, motivation, skill, energy, and effort of all who led out in the work and of all who support it. Evidence of great faith is presence among us. We are a "can do" people! May God help us always to be filled with the spirit of progress, the spirit of God!

"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 SHALL WALK AND NOT FAINT."
ISAIAH 40:31.

Yes, the faithful ones and group who are energized by the Lord will execute major accomplishments. Thanks be to them and to God who assures that goodness attends our faithful efforts to provide well for ourselves and those who come after us.

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

I learned about (not) flying from that!

John Peake and I were standing by my Tiger getting ready to go for an instrument training flight on the most beautiful Saturday in recent history, when two gentlemen in a sedan drove up, parked in front of the 152, and got out. They introduced themselves, said they were from the FAA, and asked if we were going flying. Then they said they were doing a "ramp check." John said, "I've been flying for fifty-one years. Where have you guys been all that time?!?"

One of them asked for my pilot certificate and medical, while the second started looking over the plane. I handed him the card out of my wallet, and headed toward the plane. Because my medical doesn't easily fit in my wallet, I leave it in my headset case in the plane. That way, it's always with me when I fly. The headset case wasn't behind the front seat, where it usually is. I started to step down off the wing to look in the baggage compartment, but then they asked me for my registration and airworthiness certificate. I produced those, and then started looking again for my headset case. It wasn't there. That's when I remembered that I had put all my flying stuff in the car after our most recent trip. And my wife had our car.

The FAA folks were nice about me not having my medical. They said something about not being a violation if I'm not flying, then left to instill fear and anxiety in somebody else. John and I looked at each other and talked it through. Could we still go flying? If John were PIC, then it wouldn't matter that I didn't have my medical

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certificate with me.... But if we rubbed wingtips with another plane, my insurance wouldn't cover it because John's not on the insurance. And if I were PIC and we rubbed wingtips, I might not be covered by insurance because I was on record as not being in compliance with FAA regulations.

A perfectly good Saturday of NOT flying, all because I didn't have my medical certificate 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

Saga of the LRD

After 87 days in the hangar, the annual inspection on N25883 was finally completed on 9 January 2009. As usual, what was at first thought to be a relatively easy inspection turned out to be anything but. On numerous occasions, just when we thought we were about to wrap things up, the L'il Red Dragon awakened and burned us again.

But perseverance paid off, and I'm pleased to report that it flew beautifully during the post-

maintenance test flight. If you haven't yet been checked out in the LRD, you should definitely do so. It's a fun little plane to fly, in addition to being inexpensive — currently \$69 per tach-hour.

Following is an abbreviated list of what was accomplished:

- * Removed, cleaned, inspected, repacked wheel bearings (new wheel bearings in nose and left main)
- * Removed, repaired, reinstalled overhead speaker
- * Repaired instrument floodlight (found/replaced/repairs defective power transistor, resistor, potentiometer, broken wires)
- * Adjusted turnbuckles on aileron control chains
- * Adjusted cable tension on wing flaps
- * Fabricated and installed new carpet scuff plate on pilot side
- * Repaired engine baffling #2 cylinder
- * Serviced fuel strainer (installed new O-rings)
- * Serviced shimmy damper
- * Overhauled nose gear torque link
- * Overhauled nose gear strut
- * Removed, cleaned, inspected, reinstalled spinner and prop
- * Installed new alternator belt
- * Checked blade track
- * Dressed small nicks
- * Cleaned corrosion from crankshaft flange and treated w/Corrosion X
- * Changed engine oil and filter
- * Removed, repaired, reinstalled air box
- * Removed, reinstalled, safetied oil filler tube (installed new gasket)
- * Gapped, tested, and installed new spark plugs
- * Removed, repaired, reinstalled exhaust down tube for #3 cylinder (tube outsourced for repair)
- * Installed new induction air filter
- * Installed new vacuum regulator filter
- * Adjusted engine timing
- * Installed all new CamLok cowl fasteners

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After all this effort, along with the normal inspection routine, we thought we were about finished.

But the LRD wasn't yet finished with us. Just before pushing the plane out for a run-up, I noticed what appeared to be a sagging engine mount, just below the oil filler tube. I had **Bill Pechnik** check it and sure enough, he thought it should be replaced. It turns out, though, that they must be replaced in sequence, so we decided to replace all of them. It's a good thing we did, because upon removal of the old engine mounts, it was discovered that they ALL had previously been improperly installed. So, after a few more days and a couple hundred dollars, we had new engine mounts installed.

Time for a run-up. We pushed the plane out, cranked it up, and the LRD still wasn't finished having fun with us: there was a 200 rpm drop on the left magneto. Back into the hangar.

After a couple more days of troubleshooting and research, the only thing left was the magneto itself. The logbooks indicated that the right magneto had been replaced a couple hundred hours back, but showed no indication that the left magneto had ever been replaced. We pulled the suspect mag, and checked on the price of a replacement — \$1,100+. Ouch!

Upon opening the old mag, it was obviously in pretty bad shape. Luckily, between Montgomery Aviation's and the club's parts inventory, we had the parts in stock. So for a little over \$100, we had the mag back on. The subsequent run-up indicated a drop of well under 100 rpm, so it looked like we were good-to-go. Just re-cowl it, perform the post-maintenance test flight, and put it back online. Yeah.....right!

Back in the hangar (again!) we began re-cowling and discovered none of the new CamLok fasteners on the front of the cowl would latch. Back to MAL for the next-size fastener. With the cowl now firmly in place, the LRD looked like a whole plane again and ready for flight.

Not so fast, not with the winds gusting to 25 knots and beyond. One more day of delay. Finally, early on 9 January, the weather was cooperative so we took to the air. With just 10 gallons of fuel, cold weather and a single occupant, the LRD hopped of the runway and seemed eager to fly.

At last!

❖ **DICK STROCK**

Work hours monitor

February is the ninth month of the "work hours year," so by 28 February you should have 15.0 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		

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

Three planes went to Millville for a wonderful breakfast at the Flightline Restaurant. The Italian place with the really incredible breakfasts was closed that day. We did not get to go to the museum as we were trying to beat some weather back to GAI but it was a pretty entertaining flight with Aryan supplying a few thrills. Rich provided some really easy to look at company (keep 'em coming Rich). For February nothing really planned unless someone wants to roll their own and maybe even try the Bryce run, let me know, I will go with you.....wherever, whenever unless death in family(....mine). In March we are talking of maybe Latrobe or perhaps Altoona on Sunday March 15. Let me hear from you.

❖ **JOE STUBBLEFIELD**

Your flying account

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

Reports through December 31 are now posted in the Files section of the *AircraftClubs.com* site. They will also be available in a binder in the

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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.

NOTE: If you do not keep a positive cash flow in your account, which can happen even if you don't fly much in winter because monthly dues keep on coming and deplete your balance, you will be shut out from scheduling planes. Just ask me – I had to urgently courier cash in small bills to our esteemed president to get him to unlock the scheduling software to book N15624 for that beautiful Saturday last!

(Sandy Gilmour).

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**

Sully

The T-shirt said "Sully is my pilot," and the young man wearing it, on TV, thanked US Airways pilot Chesley Sullenberger for saving a relative's life on US Airways flight 1549 when it ditched in the Hudson.

Well, I would like a T-shirt saying "Sully is my co-pilot."

Having the man who saved so many lives through sheer professionalism sitting in the right seat, in my imagination, might be a continuing inspiration to do the right thing, to emulate, to aspire to a flying way of life that says we are going to learn everything possible about our planes, our procedures; our potential hazards, our possible emergencies. It might mean that

when the unforeseen and improbable happened, we would handle it with the same kind of cool and aplomb and preparation that Sully brought to the left seat on that amazing day when he said "my plane."

Do we have Sullys in the club? Yes. They could be called "Gawly," "Peakey," "Hawky," and a number of others. But how many of the rest of us measure up? Sure, Sully does it full time, he gets paid to fly, has done so all his life. But in interview after interview, you get the impression this guy would be the ultimate pro in any other profession as well—law, medicine, teaching, plumbing. This one man saved the lives of 155 passengers and his crew, because he knew the plane; he knew the route; he knew the area; he knew the procedure; he knew himself.

Sully said on the news the other night that he had made many "deposits" into his profession over the years, and that when the birds hit the blades and the fans flamed out, he merely made a "withdrawal" --- of all that knowledge, training, diligence, and planning aforethought.

Would we prepare better if we thought Sully might appear in the right seat next time we go up? I want that T-shirt!

❖ **SANDY GILMOUR**

Funny stuff

*Another contribution from **Joe Bftsplk**:*

If you unexpectedly have the day off and the weather is good for flying, the airplane is not available.

(Especially if you forget your medical certificate! –Editor)