

The Congressional Record

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

Vol. 27, No. 4

Gaithersburg, MD (KGAI)

April 2009

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President's message

As many of you know, the seats in the Cherokee have been getting steadily worse. **Dan Hayes** removed them recently for repairs. The decision to finally fix the seats was prompted by the fact that a passenger ended up basically sitting on the floor. We (I and Dan) kept putting it off, as a matter of economics, the availability of the upholstery repairman, and trying to find a time that would affect the fewest folks.

Finally, we just had to get the seats fixed only to find that they were in worse shape than we thought. Dan and Phil managed to get most of the old glue off the frame, and I took the seats to the welding shop. They have been repaired, Dan and Phil have fabricated doublers for the backs (we hope they will not break again), and the reupholstery is in process as I write this. The repairs are more extensive than expected. It was a matter of getting them fixed now or someone getting hurt. I know that this affected some travel plans, and I apologize for that. In addition, it is taking a lot longer to fix the seats than we anticipated.

The fuel tank in 35R was found to be leaking and had to be removed for repair. This was a long process, as the tank had to be sent out, inspected, the repairs OK'd, then actually repaired, the tank shipped back, and finally re-installed. While all this was going on the new engine was being installed in 739BA, so the

hangar was occupied and not available (of course — it was too cold to actually work on the tank while outside). While we were at it, we installed an Air/Oil separator, which we hope will prevent any excess oil from messing up the bottom of the airplane. Bottom line: the tank has been reinstalled, the air oil separator installed, and the plane is now flying.

A new engine has been installed in 739BA.

I can't thank **Dick Stroock, Bill Hughes, Bill Pechnik, John Peake**, and others enough for their efforts in getting 739BA back on line — well, it's almost there. We're still doing some maintenance testing and adjusting. If you wish to fly the plane you MUST follow the engine overhauler's break-in instructions, which are in the aircraft, conspicuously attached to the co-pilot's yoke.. Additionally you may NOT fly the airplane further than 100 to 125 NM from GAI without approval of the Board of Directors. This is in case something goes wrong and we have to come and get you or the plane. So, while the engine exchange has gone faster than the engine change for 20300, it has still been a long and tedious project.

I'd like to visit the subject of patience. We all get anxious once in a while to get things done. Sometimes it's a preflight, other times it's doing something at the office or at home. Frequently, we get in such a hurry that we make mistakes — sometimes we even get hurt. Of course, when it comes to airplanes and flying we all think that we take our time, that we're careful. And, we all know that that's not true. We get in a hurry and we forget. Recently, a friend of mine decided to cut some limbs off a tree at his house and his son was going to help him. Well, he got in a hurry — got tired of waiting for help and decided to go ahead on his own. Well, the short version is that he is now in the hospital with a broken back, three broken ribs, a punctured lung, and a broken leg. We're not sure he will make it! All because he got in a hurry. A good lesson for all of us. And a good reminder that getting in a hurry could possibly kill you! Take your time, be careful, and remember that it takes being careful no matter what you are doing and especially if you are going flying.

The trailer has been an exercise in patience. However, it is now in place and we are working on getting it more usable for our various activities. Lots of work hours are available for a

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whole list of fix-up projects. The old trailer was pulled off the airport on Monday 6 April. It was hauled to a church in Fairfax, VA, to begin a new life. You're not going to believe this: The church was told to put down a bed of gravel 4 to 6 inches deep, which they ignored (I think they were listening to some of our members who were encouraging me to just put it on the ground like our old trailer). Well, the trailer was backed into place and as the towing company was packing up to leave, you guessed it! The trailer proceeded to sink into the ground. When the moving company driver left the trailer had sunk into the ground to the point that the axles were actually touching the ground.

Louis Krupnick's chickens have finally recovered from their dealings with a local fox (the fox won round one and two but lost round three) — anyway, they are laying again and Lou brings in fresh eggs every week or so and they get raffled off. It's \$1 per chance — you may win a dozen to a dozen and a half really fresh eggs. The money all goes to the Trams Fund, which in turn provides scholarships to the cadets to attend the National Flight Academy. A couple of weeks back we raised \$39, so stuff a couple of extra bucks in your pocket — you might win a dozen fresh eggs and help a good cause at the same time. The raffles occur on a schedule only known to the chickens. [Editor's note: I certainly hope the chickens aren't squawking 1200!]

❖ **BOB HAWKINS**

Aircraft rates

Following are our aircraft hourly rates as of 1 April 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

Everything done well is a twofold accomplishment. The music we sing tells the story. Con-

sider the USAF music. Two-sided! There is the Hymn and there is the Song of the Air Force. The Hymn looks to God to help us. The Song calls upon the fortitude of the pilot. Together when the human and the divine dwell in communion and function in harmony, our best outcomes occur. Faith is a critical factor in all of this. Now to the music:

The Song

*"Off we go into the wild blue yonder,
Climbing high into the sun;
Here they come zooming to meet our thunder,
At 'em boys, Give 'er the gun!
Down we dive, spouting our flame from under,
Off with one hell of a roar!
We live in fame or go down in flame.
Nothing can stop the U. S. Air Force!"*

There is more of the same in the next three

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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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verses to this inspirational Song.

The Hymn

*"Lord, guard and guide the men who fly
Through the great spaces of the sky;
Be with them traversing the air
In darkening storms or sunshine fair.*

*Thou who dost keep with tender might
The balanced birds in all their flight
Thou of the tempered winds be near
That, having thee, they know no fear.*

*Control their minds with instinct fit
What time, adventuring, they quit
The firm security of the land;
Grant steadfast eye and skillful hand."*

There is more to this, too. It appeals to the instinct to worship the God of earth, wind, sky, and heaven, --the spiritual source of all that is. There is also a sense of trust and confidence in the One who sustains all good venturing.

May we ever remain faithful to God, and, be diligent in all those things that make for our full joy and service in flying.

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

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 tracking

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**

Restrictions on N739BA

There appears to be some question as to who / how / where 739BA can be flown.

So, here is the deal..

N739BA is limited to flights of approximately 100 NM one way. If you want to go over 100 NM you need to get an OK from **Dick Strock** or me.

The plane MUST be flown according to the break-in instructions (from Firewall Forward), which are in the plane.

We would prefer that the plane be flown Day VFR.

Dick Strock or I will review them with the pilot requesting the flight.

There are NO exceptions to these rules.

If you don't believe me, just ask the guy who is no longer a member of the club.

❖ **BOB HAWKINS**

Work hours monitor

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

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

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

Speaking of **Amy**, she recently sent out the following communication:

Do you know where your work hours are???
(Because I think I may have found them.)

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We need volunteers for the following tasks:

Hanging the wipe board, chalk board, and the movie screen (to replicate the way it was in the old trailer — chalk board / wipe board to drop down and be able to be hung back up when not in use.) Everything is in the new trailer. You can't miss them; they just need to be hung up.

Artistically talented individually needed to decide on the location and then hang the club plaques, pictures, etc. (we want to make it look like a club house!)

Dick Strook could also use a hand installing the projector.

Refrigerator and a few other heavy objects also need to be moved around to maximize efficient use of space. **Bob** will be more than happy to supervise you while you do the heavy lifting.

Contact Bob, Dick, or me if you need more information.

Proficiency

Spring brings a chance to start flying again and the realization that some of us need to take a few trips around the pattern — or perhaps a bit more of a refresher. Club rules require that you have to comply with the FAA rules that require three full stop landings in the last 90 days if you want to carry passengers. Most of us also realize that there are any number of other requirements — medical, FRSA course completion, and current BFR to go flying.

There is also the club requirement that you need to do an ANNUAL check ride with a club instructor. This requirement has not been carefully followed in recent times but given the change in the local airspace and the Board of Director's concern regarding safety the Board of Directors is asking (a polite way of saying you need to comply) that we all adhere to this requirement.

Oh, and before you run off and decide to get a couple of hours of dual at the "Proficiency Rate" — if you didn't take advantage of that "deal" in the last few weeks, I have some bad news. The Board of Directors eliminated the two hours of proficiency flying @ 80% of the standard rate.

This decision was reached after reviewing our rate structure and realizing that we do not have an effective way of offsetting the 20% loss (reduction).

Our rates are so close to actual operating costs (Thanks, Dick) that there is no margin to make up this loss. Also, only two people took advantage of this rate in the last several months.

❖ **BOB HAWKINS**

Paperwork

One of the questions examiners ask applicants during a flight test is the following: "What documents are required on board an aircraft prior to flight?" (14CFR 91.203, 91.9) The answer is easy and everyone should know it. **Airworthiness Certificate, Registration Certificate, Owner's manual or operating limitations, and Weight and balance data** should be your answer. OK you pass. Now, let's say you just won the lottery and went out and bought an airplane. One of the things you get is a 90-day **temporary** registration. If you do not receive the permanent registration within 90 days you legally cannot fly on the 91st day. OK, so you didn't win the lottery (darn). But the maintenance crew has just finished an annual or 50-hour inspection (or whatever) and inadvertently forgot to put one or all of the documents back in the plane. You can't legally fly it. If you fail to check and the documents are not there and the FAA does a ramp check, or heaven forbid you are in an incident or accident, you are subject to a fine of \$1,100 per flight. Yep, \$1,100. One of the first items on the checklist for preflight is "documents." Don't just look at the checklist, actually pull out the documents and make sure they are the ones for that plane. Mr. Murphy is alive and hangs out at the airport. Make sure you're not caught on this one. Would the FAA fine you for such a little thing? Don't get in the situation and have to find out.

Your friendly DE,

❖ **BOB GAWLER**

New members

[In our ceaseless quest to serve our membership, your intrepid newsletter staff occasionally digs up some info on the new faces you may have seen at meetings. These are our newest members, and we ask them to tell a little about themselves so we can get to know them better.]

CEAD MILE FÁILTE TO NEW MEMBER DAVE LAW-LOR!

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From a young age I've been fascinated by aviation. In 1996 I got my private pilot's license. Over the years I got my instrument, multi, and commercial. I recently became a CFI and enjoy teaching.

One of my favorite flights was a cross country I did in the summer of 2007 to California and then up the coast to Seattle — in a Piper Seminole. During that trip I took a break from flying for three days to pursue altitude from an entirely different perspective: in those three days I climbed to the summit of Mt. Rainier at 14,411'. I moved my family from the west coast in 2004 to take a CFO/COO job with a NASDAQ Telecoms company. I became an active member of CAP and met many of the CFC crowd through that. As a Mission Pilot I've had a chance to fly some pretty interesting sorties...most of them through the CD program in CAWG. As a Group Commander in MDWG I learned two full-time jobs doesn't work too well, at least not with four young kids. Today I work as a VP for Finance with The George Washington University. I was born and raised in Dublin, Ireland. I moved to the US in 1988 and went to college in the CAL system.

At some time in my life I'd like to own a post 1985 Baron 58. I just don't want to have to pay the bills.

[*Editor's note: you said it!*]

BIENVENIDOS TO FERNANDO CAMPOAMOR!

[*Fernando is a new member now fulfilling a childhood dream of flying — with our club. Here's the bio he submitted last month, to which we can all say to our latest piloto, ¡Bienvenidos!*] I'm originally from San Juan, Puerto Rico, but obtained my private license back in 1993 with the Chapel Hill Flying Club in North Carolina while I was attending law school. I took my first airplane ride when I was 5 years old back in Puerto Rico with my father, who took a few lessons at the time but never got his license. To this day it remains a very powerful memory, and is what motivated me to learn to fly. I now work as a prosecutor in Washington, D.C., responsible for prosecuting homicides. Whenever work and family obligations allow (which is not nearly as much as I would like), I go flying. For the past four years I co-owned a Tiger, but now that I'm getting out of the partnership I decided it was time to join a flying club to keep my interest alive while I continue building an experimental Vans

RV-8 airplane. I joined the club in part because I met **Michael Regen**, who spoke very highly about the club, but also because I wanted to fly the Cardinal, which has always been an airplane that I wanted to fly.

Fly-ins

What do you want to do for May? Let me know. On 6 June we will go to Reading for the WWII air show, great show and food there. Let me know to put your name in a seat. July will be OSH for those with their name on the waiting list since 1997. Actually, if you want to go to OSH let me know and we might be able to figure something out. I have seen them strap canoes to planes up in Alaska, so we can probably make room for you ... somehow. Bring your goggles.

❖ **JOE STUBBLEFIELD**

Pulling the chute

[*Also see Adam Donaldson's Aviate, Navigate, Communicate, and comments by Bob Gawler followed by a cautionary tale from Sandy Gilmour—starting on p. 6*]

By **Dave Hirschman**

[*Editor's note: This article originally appeared in AOPA Pilot Magazine. Copyright © 2009 AOPA; reprinted by permission.*]

Airframe parachutes are still new enough, and installed on a small enough portion of the general aviation fleet, that manufacturers, instructors, and pilots haven't developed hard-and-fast rules on the situations in which pilots should use them.

In some accidents involving parachute-equipped airplanes, pilots never pulled the red handle that fires the rocket-propelled, ballistic chutes. In others, parachutes were deployed too late, or at such high speeds, that they were ineffective. There's also an unsettled debate about whether the presence of airframe parachutes gives pilots a false feeling of security and leads them to fly in weather conditions they wouldn't otherwise attempt.

On Sunday, March 15, Verle Wiita, 64, an instrument-rated private pilot with about 320 total hours flying experience, became disoriented soon after leaving Montgomery County Airpark in Gaithersburg, Md. Automated weather equipment reported an overcast ceiling of 400 feet

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with two miles visibility at the surface, although the pilot reported the cloud layer began at about 800 feet AGL. He deployed the airframe parachute on his Cirrus SR22 at the base of the clouds, and the airplane came down less than a half-mile from the airport.

No one on the ground was injured, and Wiita walked away from the accident without so much as a bump or bruise. But his airplane, a normally aspirated 2008 model with the Garmin G1000-based Perspective avionics suite, was destroyed. To date, there have been 18 parachute deployments on Cirrus aircraft, and the occupants have survived 16 of them.

Here are some of Wiita's observations and recollections about what took place on the flight and his decision to use the airframe parachute.

"I had owned another SR22, a 2005 model, for several years before taking delivery of the new airplane in October. I had flown (the new airplane) fewer than 30 hours.

"I had read and thought a lot about the kinds of situations in which I would use the (airframe parachute). I'm convinced that you really can't make that decision in the stress of the moment. You have to think about it and decide what you're going to do well in advance.

"I had just taken off (from GAI) and I was entering the clouds when the (passenger) door popped open. It was a major distraction. I was hand-flying and hadn't engaged the autopilot. I decided that I should return and land and shut the door, and I turned back to the airport.

"I hadn't yet contacted Potomac Approach.

"The airplane then went through some unusual attitudes, climbing and descending. I got control of the airplane and, below the clouds, turned (back) toward the airport.

"I knew the (Flight Restricted Zone) was about five miles from the airport, and I was headed directly for it. I knew I was close to the airport but didn't see it. I was flying at less than 100 knots, low, and I felt like the plane was about to enter a stall/spin. I hit the (level) button, (a Perspective feature that engages the autopilot at the touch of a button to fly wings-level) but I was thinking, 'I don't have time for this to work,' and pulled the chute immediately.

"I didn't have any second thoughts when I did it. But since then, I've had all kinds of second thoughts.

"At the time, circumstances all piled on top of each other: the open door, unusual attitudes, an unfamiliar airport, inclement weather, and the Washington airspace.

"I had practiced unusual attitudes in training. But in training, it's different. You know what you're trying to do, and you don't have any distractions or real concerns that you're going to crash.

"I knew the old adage: 'aviate, navigate, communicate.' But after this, I feel like it should be 'aviate, aviate, aviate.' Navigation and communication can come later."

Aviate, navigate, communicate

Aviate, Navigate, Communicate — it never gets old.

A few weeks ago, Montgomery County Airpark in Gaithersburg, Maryland received an unexpected wakeup call in the form of a thunder-like sound that clapped through the suburban streets on an otherwise quiet Sunday afternoon. Local pilots milling around the airport cloaked in a low-lying overcast questioned each other attempting to determine the source of the loud bang. Word quickly spread that the noise emanated from the deployment of a rocket propelled airframe parachute of a Cirrus SR22 single engine airplane that had just departed the airport into the murky conditions.

The preliminary investigation by the National Transportation Safety Board (NTSB) later revealed that the pilot of this aircraft had become disoriented when the passenger door in his airplane "popped open" after taking off and entering the clouds. The pilot, who was the sole occupant, attempted to return to the airport and in the process stalled the airplane, almost inducing a potentially lethal low-altitude spin. While the pilot stated that he did engage the wing-leveler, an autopilot device that would level the wings to keep them from turning, he admitted that he immediately thereafter pulled the handle to engage the rocket-powered airframe parachute. Fortunately, the parachute saved his life without damaging anything on the ground except for a few tree limbs and some paint from a nearby box truck.

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As soon as the Cirrus Design Corporation parachute-equipped aircraft began showing up in significant numbers, the debate on whether an airframe parachute saves lives or causes pilots to prematurely abandon attempts to resolve a crisis through traditional means has been raging in aviation circles. The fact that this parachute saved the life of this pilot is undeniable.

Whether or not he could have handled this situation without resorting to falling uncontrollably to earth and possibly harming someone on the ground remains to be seen. However, this entire situation should serve to remind each of us who fly for fun or for a living of the most basic of rules taught to us from the very beginning — aviate, navigate, communicate.

Each pilot should have been taught this simple yet vital lesson at some point. No matter what the situation, continuing to control the airplane is the first responsibility of the pilot-in-command. While it sounds simple in text, it obviously is more difficult in actual execution. But no matter, you must be prepared at anytime during your next flight to maintain control of the aircraft through any potential distraction. An open door, a sick passenger, the smell of smoke, a loud bang, a buzzing wasp, or any number of distractions can attempt to divert your attention from your main duty of controlling your airplane.

When something like this occurs, please think of our colleague in the Cirrus, worrying about an open door instead of flying his airplane.

The best thing to do in any distracting situation is to simply stop and think. Take the few seconds that it will take to truly think your situation through.

Aviate: Think of how you can continue to maintain control of the airplane while handling the distraction.

Navigate: Think of where you are going to navigate to while managing the distraction.

Communicate: Describe your situation to ATC, who can provide additional assistance in many situations.

In the case of the open door, the answer is simply to forget about the open door and fly the airplane. Other than a wet, cold, and loud cockpit environment, an open door is not a hazard for most airplane models. Fixing that problem while in the air is not worth risking life and limb. In the case of more significant hazards such as smoke

or a loud bang, you may be forced to quickly troubleshoot a potential problem while maintaining control of the airplane. In this case, keep in mind that your main duty is to maintain control of the airplane. Engage the autopilot if the airplane is so equipped. Have a passenger help if someone is beside you. But above all else, do not neglect your control of the airplane. Control is your only salvation. Once you relinquish control, your fate is no longer in your hands.

One of the old adages of aviation states that a pilot should strive to fill the bag of experience before emptying the bag of luck. The Cirrus pilot used quite a bit of luck from his bag. With luck, he is able to learn from this situation and later fill his bag of experience. The great thing about the aviation community is that we all relish the learning we can do from someone else's misfortune. We absorb situations such as these so that we do not reach deeply into our bag of luck when met with a distraction in the cockpit. So the next time you are faced with a situation which can potentially divert your attention from your main duties of master and controller of your aircraft, remember your training. Aviate, navigate, communicate. This mantra truly never gets old.

❖ ADAM DONALDSON

Pulling the Cord

Here I am at 10,000 feet in the Seminole and the upper latch pops open. VERY LOUD NOISE, air rushing around — what do I do? FLY THE PLANE. Got out the POH and it says among other things slow to 82 KIAS; close the cabin vents; open the storm window; open upper latch; pull on armrest while moving latch handle to latched position. In the POH for the Cirrus SR22, ABNORMAL PROCEDURES – Door Open In Flight area it says: The door on the SR22 will remain 1–3 inches open in flight if not latched. If this is discovered on takeoff roll, abort takeoff if practical. If already airborne, REDUCE Airspeed to 80–90 KIAS; Land as soon as practical.

I don't know what else to say but FLY THE PLANE!

The Cirrus FITS Transition Training Syllabus has 8 lessons. Some may be done more than once, as Single Pilot Resource Management (SRM) needs to be understood by the Pilot in Training (PT), and the Instructor Pilot (IP) evalu-

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ates each lesson to a standard. Aeronautical Decision Making (ADM) is evaluated throughout the whole process. Normal procedures are taught, as are emergency procedures. Emergency procedures on the airplane systems (engine, fuel, electrical ... and DOOR) and avionics (GPS, autopilot, etc.) are presented to the PT on each flight. Not the total set of procedures but one or two on each flight. So why did he try to close the door? He was taught not to!

Take out of this whatever you want, but FLY THE PLANE is the most important thing. I think the guy did the right thing in pulling the parachute, at least in this airplane, because of the mess he thought he was in. My assumption is that he knew he was disoriented and flying low, so pulling the cord was the least of all evils.

❖ **BOB GAWLER**

[*Editor's note: In addition to being a FAA Designated Pilot Examiner, Bob is also a Cirrus instructor.*]

I learned about dating from that

Back in the bachelor days (and I have been married 33 years) I was flying Bonnie in a Bellanca Viking from Salt Lake City to Jackson Hole, Wyoming. Weather was such (icing) that I had to fly under the clouds. It was very bumpy and over Malad, Idaho, a valley on the Utah-Idaho border, there was one bump too many and the door (like Cherokees, there's only one and it's on the right side) popped open.

I attempted to close it, like an idiot, reaching across Bonnie and pulling the door handle hard as I could. I pulled the fastener out of the door and my hand slipped over it, gashing the hand and spilling blood. Bonnie hollering. Rush of air. Kept trying to close door. Right light came on — unrelated, but these things happen in threes, and since I did not yearn for number three, I opted to land at Malad airport.

After some period of calming her down, we rented a car from a local car dealer and drove up to Jackson. Great weekend.

Drove back to Malad but Bonnie did not want to fly the brief trip back in the fast Bellanca. The whole experience of watching her pilot wrestle with a door as it was pulled apart soured her on any further flying. Obviously, had I merely continued to fly the Bellanca to a nice landing, closed the door, checked out the alternator light,

and been nice to Bonnie, things would've been fine. But instead, Bonnie refusing to fly anymore with me, I had to call a younger brother, Bill, who offered to come pick up my girlfriend.

After they drove off, I flew back uneventfully to SLC and got around to calling Bonnie for another date. Hmm. Seemed she had fallen for Bill. As they say, fly the plane.

❖ **SANDY GILMOUR**

Your flying account

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

Reports through 28 February 2009 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.

The view from up there

Most of my flying lately has been in pursuit of my instrument rating. One of the hardest parts of the training, for me, is that I miss the beauty of the world as seen from the air. Amelia Earhart once wrote, after a particularly beautiful night flight, "I have often said that the lure of flying is the lure of beauty, and I need no other flights to convince me that the reason flyers fly, whether they know it or not, is the aesthetic appeal of flying." There is nothing beautiful under the hood!

I spent Sunday afternoon flying three hours under the hood with **Adam Donaldson** as safety pilot, and Adam Jr. in the back seat. After landing with Adam back at Gaithersburg, though, I took off in the Tiger again, by myself, to fly to Hagerstown, Maryland. I needed to deliver the Tiger to an avionics shop for some routine maintenance, and Adam was to follow in the Cardinal to give me a ride back. Lightly loaded in the cool air with fuel tanks only partly full and no passengers, the Tiger leapt from the runway and clawed quickly up into the darkening blue sky. It was a beautiful, clear evening, and the red sun

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was setting behind silhouettes of mountains in the west as I climbed toward the north.

Music streamed through my headset as the Tiger and I crested the ridge of mountains northwest of Frederick. I pushed the Tiger's nose down toward the winking lights of the airport in the already-dark valley below, and could feel the speed in the controls as we accelerated. The airspeed indicator crept up into the yellow arc as we dove at 185 mph across the twinkling blackness. The sun was gone as we raced up to the airport, then slowed, breathless, for the final turn to the runway. I shut off the music as I pulled the power to idle, and we gently and quietly descended between the rows of lights that marked our landing.

When I was a boy, my horse and I would go on long rides after school in the woods of Maine. As the sky would start to darken, miles from home, I would turn the horse's head toward home and let him go. He would race the few miles toward home at a gallop, me just a passenger, hanging on. We would pull up short in front of the barn, the horse breathing hard, and I flushed from the wild thrill of the ride. I would climb down and talk to him as I removed the saddle and let him into the barn and his stall. I know the Tiger is a machine, not a beast like my old horse. But as I shut it down and tied it down in the dark quiet of the airport on Sunday night, it felt like some things haven't changed.

❖ GREG BROWN

GAI-2-OSH

Gregory Brown reports that there is a Facebook group called "GAI-2-OSH" for discussion about this year's event.

Adam Donaldson chimes in:

Cut and paste the following link to get to the GAI-2-OSH Group on Facebook. If you don't have a Facebook account, it's easy and free.

<http://www.facebook.com/p.php?i=1171404704&k=56BYPWW4VV4M5CBET1WXVW>

By using the discussion board this year, we should limit the amount of email being sent around.

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

[This one's from **Dan Hayes**]

"Cluster bombing from B-52s is very, very accurate. The bombs are guaranteed to always hit the ground."

— USAF Ammo Troop

Write for the Newsletter!

This just in:

Every month, you have an opportunity to be immortalized in print here in the *Congressional Record*.

Be the first on your block! Impress your friends!

Not only that, you get WORK HOURS!

What's not to like?

If you have an idea for a GA-related story, or if you want to share your thoughts about flying or even just recount a funny story, contact your intrepid (and highly able) editors by sending an e-mail to cfc_record@yahoo.com.

Try it! You'll like it!