

The Congressional Record

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

Vol. 27, No. 6

Gaithersburg, MD (KGAI)

June 2009

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President's message

We have reached the second half of the calendar year and the beginning of a new work hour accounting year.

With that comes another change: Our accounting system is being radically overhauled, with some new procedures and approaches. For years we have posted the accounts for all to see on the web site or in paper form in the trailer. While this approach follows our general philosophy of openness and transparency, it also brings up some privacy issues.

The books and accounts are still available for all to see; however, with the transition to a new accounting system we are going to e-mail each member a monthly statement showing their account status, aircraft usage, fuel purchases, and other credits. Our hope here is that with more timely reports we will be able to account to the membership in a much more timely manner, keep your account more current, and improve our financial situation. The new accounting system will provide us with more detail on expenses and make it easier to track fuel usage, oil, parts, and other costs more closely.

On top of all that it will (we hope) provide the membership with some meaningful financial reports. Having said all that, should you have suggestions about the system, please communi-

cate those ideas to **Dick Strock** or the Board of Directors. I am sure that, initially, there will be some glitches. These can be fixed, but you need to look at your account and let us know if there are any errors.

We also have a new Flight Proficiency Board chairman, **Andy Mullen**. He has a big set of shoes to fill, as **John Peake** has done a fantastic job for many years. John is in the process of moving to North Carolina as he and his wife finish their transition to retirement. They will be around for a while, but his goal is to retire to a more sane environment — at least he claims it is more sane in North Carolina.

With the change in chairmanship of the Flight Proficiency Board also comes a review of our rules and regulations, as well as our by-laws. This will bring about some other changes, since the way we have operated has changed in many ways since these rules were last updated. We will publish an updated version of the rules and regulations in the coming months.

❖ **BOB HAWKINS**

Correction

Dan Hayes brought to our attention the fact that Alex Wagenheim is no longer doing the checks. Please send or give checks for your flying account to **Bob Hawkins**, at least until we find another volunteer. (P.S.: That job is easily worth 20 hours per year!)

Aircraft rates

Following are our aircraft hourly rates as of 1 June 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

Ho! ANYBODY GOT "UBUNTU"?

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Pamela Torres sat in a Washington, D.C., area airport last December 23 waiting to take a plane to Colorado. Not the best of times to be on standby, hope faded gradually for her. Then she overheard a man talking on his cell phone. He had been waiting three days with his daughter. He had attended his father's funeral. He was unsure if he would get home to his wife for Christmas in a town next to where Pamela lived. Pamela listened to his grief. She too, wanted desperately to be with her family for the holiday. She approached the man and offered, "If we don't get on this next flight, I have a new car. I will take you and your daughter home." The flight departed without them.

According to promise, Pam Torres and the man with his daughter left the airport. She called our office where she was a chaplain intern and told us that she would be driving to her home in Colorado with a man whom she met at the airport. It completely upset everyone who heard of this. She drove 1,700 miles with a stranger and his daughter so that they could be home for Christmas. She said, "It was the human thing to do."

Ms. Torres views this act through the lens of the African word "ubuntu," about which South African Archbishop Desmond Tutu says much: "Ubuntu" is the essence of being human. It speaks of the fact that my humanity is caught up and is inextricably bound up in yours. I am human because I belong. It speaks about wholeness; it speaks about compassion. A person with "ubuntu" is welcoming, hospitable, willing to be vulnerable, affirming of others, does not feel threatened that others are able and good, for they have a proper self-assurance that comes from knowing that they belong to a greater whole. They know that they are diminished when others are humiliated, diminished when others are oppressed, diminished when others are treated as if they were less than who they are. The quality of "ubuntu" gives people resilience, enabling them to survive and emerge still human despite all efforts to dehumanize them."

Pam affirms: "For me "ubuntu" is wrapped up in one word, Love, for there are three things that will endure: hope, faith, and love. And the greatest of these is, as sacred scripture says, Love." (I Corinthians 13:13)

CHAPLAIN (LT COL) EDCO BAILEY, D. MIN., B.C.C.

A Cardinal rule

We have found over time that the Cardinal uses about one quart of oil every 6–8 hours. This is so if the level in the engine is kept around 6–6.5 quarts. Therefore, when adding oil to the Cardinal only add enough to have the level between 6 and 7 quarts. Partial quarts may be added to attain this level. Oil levels above 7 quarts only causes the oil to be blown out over the "belly" of the airplane. The Club pays about \$4.50 per quart, and blowing this oil out can add about \$2.00 per hour to the operating cost if levels are above 6.5 quarts. The engine is quite happy with 6 quarts. If you are making an extended flight then a level of 6.5–7 quarts is fine. Also, it is highly recommended that 3–4 quarts of oil be carried in the luggage area before departing GAI (this oil may be found in the Line Box or the Club

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Meetings: Every Tuesday at 2000 at the CAP Trailer, Montgomery County Airport (KGAI), Gaithersburg, MD

Physical address: Box 4, 7940-I Airpark Dr., Gaithersburg, MD 20879

Flying Club Board of Directors

President	Bob Hawkins
Vice-President	Dick Strock
Secretary	TBD
Treasurer	TBD
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Scheduling	Dan Golas
Flying Accounts	Piotr Kulczakowicz, Raj Uppoor

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

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hangar — don't leave town without it!). This extra oil can help the balance of the airplane; also keep in mind that the Club will only reimburse the Club cost of oil to pilots who add purchased oil on a trip. An exception to this would be a pilot taking the aircraft on an extended trip. Common sense should be the rule.

❖ JOHN PEAKE

From the airport manager

The drive-thru gate has been working intermittently at best. According to the manufacturer, the problem probably lies within the circuit board, which has been ordered. Worst case, the underground loop is bad, which means digging, asphalt work, etc.

The lock on the walk-thru gate facing the ramp is broken, and a replacement has been ordered.

No deer have been spotted for at least four months. Extensive fence repair has apparently reaped benefits. Geese are unfortunately somewhat plentiful because of a lot of rain and the surrounding storm water management ponds.

Blackbirds that were numerous in the fall have disappeared. Fox and ground hogs are still around but seem to pose no problems.

Noise abatement: A reminder to all we have a formal noise abatement program in effect at all times. In addition to the published documents (www.montgomerycountyairport.com), recommendations include:

- Reduce propeller rpm, if practical and within manufacturer's recommendations, on takeoff;
- Refrain from making intersection take-offs;
- Climb at best rate;
- Calm wind use runway 14;
- Follow recommended procedures as outlined in AIM for traffic pattern operations;
- Remember to make clear and concise position reports at all times when in or near the traffic pattern.

I am working with MCFD Station 28 on setting up a training session for fire and rescue training purposes. Dates for this will be sent to all those who are interested.

Have a great summer!

John Luke III, C.M.

Airport Manager

Montgomery County Airport (KGAI)

7940 Airport Road

Gaithersburg, MD. 20879

301-963-7100

1-800-I-FLY-GAI

www.Montgomerycountyairport.com

The eyes have it!

Are you thinking of LASIK vision correction?

Like many people, I had deteriorating distance vision. I've worn glasses for distance vision — most particularly for driving at night in the rain, or wanting to see signs at long distances in airport concourses, or seeing my audiences when I speak to groups. At the urging of my FAA doc, I had always managed to pass the Third Class Medical standards without glasses, even if considerable squinting was involved, and so had managed to avoid the second step visit to an optometrist as part of my biennial medical. But even if the FAA didn't REQUIRE them, I definitely wouldn't fly without my glasses!

So, in theory, when I decided to get LASIK vision correction, why would I need to tell the FAA? After all, the FAA never knew I wore glasses in the first place, right?

In the words of the immortal Homer Simpson, "D'OH!"

I did look up whether the FAA was okay with this kind of surgery. Only afterwards did it occur to me that if I'd had ANY kind of surgery, the FAA would most assuredly want to know all about it. So, I looked it up. And of course I'll be filing the paperwork! After a bit of web surfing (after all, if it's on the internet, it must be true, right?), I called my FAA doc in Arlington — Dr. Ambrish Gupta, a good guy — and also checked in with the helpful people at AOPA's Medical Hotline.

I'm lovin' it so far! I got the non-dominant eye corrected first, with a new procedure called Presby-LASIK, which corrected both near and distance vision. Even the same day, my distance vision was perceptibly better and has continued to improve. The initial predicted effects of halo and star surrounding light, especially at night, have decreased significantly in the month after the surgery. The near vision takes longer to stabilize.

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If you're a candidate for laser vision correction and thinking of making the change, of course confer with an experienced ophthalmic surgeon and consider the risks. If you decide it's a go, here's what experts say the FAA requires for post-surgery approvals before you can return to flying:

Once your vision has returned to meet FAA's vision standard for the class of medical you need (20/40 for 3rd class) and you are not experiencing any complications or effects like stars or haloes, you can have your doctor complete FAA's Eye Evaluation Form (8500-7) and forward that to FAA. Here's the link to FAA Form 8500-7:

http://www.aopa.org/members/files/medical/eye_eval.pdf.

❖ JUDY BRADT

Minimum account balance

A number of years ago the club decided to require a minimum balance of \$100 in everyone's account. This decision was based on several factors. For the most part the club was doing its best to control costs and keep rates down — we still strive for that goal. In any case, by requiring a minimum balance in everyone's account we have, as an example, the funds to buy oil 10 cases at a time, which saves us about \$2.50 per quart. That translates to about \$1 per hour in operating costs: 7 quarts at an oil change and 6 to 7 quarts usage between oil changes (14 X 2.50 = \$45). That may not sound like a big deal, but extrapolate that out for the tires, brake pads, and other parts, and it quickly adds up to several dollars per hour in operating costs.

Another factor was and is that the club is not in the business of funding other folks' flying. When this minimum deposit went into effect we had several members who always owed the club money — in other words, we were financing their flying and they were paying us (eventually) after the fact, sometimes weeks and months later.

With the advent of the new accounting system the club will be able to more effectively manage its finances. Costs continue to escalate, but we have been able to hold the line on our rates. Part of the reason for that is that we have the funds on hand to make timely purchases for supplies, especially when we get "deals" on oil,

tires, batteries, and other parts we need or will need in the near future.

❖ BOB HAWKINS

Party!

We have a 5th Tuesday this month! Time to gather, celebrate our new trailer and catch up with flying friends.

The grills will be fired up. Burgers, chicken, hot dogs and kielbasa will be served. Beer and soft drinks are included.

Please bring something to SHARE. Salads, fruit, chips, pasta dishes, beans and desserts are suggested. The variety makes a memorable meal.

Bring \$7 per person in cash or check to CFC Children under 12 are \$3.50.

Please email me if you are coming so I may shop the sales and have enough food. If you can come the last minute...please come (and bring a bigger dish to share)! Hope to see you Tuesday, 30 June 1830at the trailer!

❖ RUTH HORNSETH

Work hours

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

Mike Regen takes care of recording the hours that you work. You can e-mail your work hours to me (capflyer071@yahoo.com). When sending them to me, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help me organize the e-mails for future reference if there are any discrepancies.

❖ MICHAEL REGEN

Work hours monitor

June is the first month of the "work hours year," so by 30 June you should have 1.7 hours of credit.

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

Qtr 1	31 August	5.0
Qtr 2	30 November	10.0
Qtr 3	28 February*	15.0

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Qtr 4	31 May	20.0
*29 February in a leap year		

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

Please everyone, when you submit work hours to me please...PLEASE...use the following format in the subject line:

Work Hours-your last name-#hrs

It is difficult for me to filter through the 60–80 emails I get a day — some of which, including your work hour requests, get sent to my spam box, which I only check every few days. Even though correctly formatted work hour messages are tagged, there is still a need to filter through all of them to be sure I am getting everyone's work hour requests. In order to make my life easier and sure that I don't miss your work hours, PLEASE follow this format in the subject line.

This format will also help me to locate your submitted hours should there be a discrepancy.

Many of you are not following this subject line format. Some are sending forwarded or responding messages that have totally different subject lines having nothing to do with hours. Don't be surprised if I missed your hours if you were one of these naughty people.

Thanks everyone for helping out with this.

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

❖ **DICK STROCK**

Membership renewals

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

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

"CFCapp2008.pdf" can be printed out and then filled in by hand before you sign it. There are

also some copies available in the trailer you can pick up and fill out.

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

Dan Golas
24925 Dunnavant Dr.
Gaithersburg, MD 20882

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

Some comments from previous applications:

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

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

❖ **DAN GOLAS**

Fly-ins

In case you missed Reading maybe we can get you to Lancaster for a neat sounding little show in August. Saturday 22 August there is a show that sounds pretty worthwhile, bomber rides available and other neat things. Best guess

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right now TFR in place for the show from 1300 to 1600 so would not be locked in for all day, but there is stuff going on all day if you want it. See <http://lancaster.schultzairsthows.com>.

ALSO, ask around, there may still be a ride and a tent buddy for Oshkosh too. You can see who is signed out for planes on the Aircraft Clubs site.

❖ JOE STUBBLEFIELD

Your flying account

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

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

And check out the info on the new accounting system, in the following article.

New accounting system

With the posting of the March 2009 accounts, the Club will be implementing a new accounting system. Please review your account and if there are any discrepancies please notify **Dick Strock** (richard.strock@verizon.net) as soon as possible.

An attempt will be made to post the April accounts by the end of May and get the account balances to each member. Report formats will be somewhat different, as will the delivery method. The May reports should be finished during the first half of June. Additional information on report formats and delivery methods will be forthcoming.

Beginning in June, the flight logs will be processed on a weekly or bi-weekly basis, so it is important that flight logs be completed in a timely manner. Particular attention should be given to fuel purchases. Make sure the entries include, at a minimum, the number of gallons purchased and the total cost. If these fields are incomplete or illegible, proper credit will not be

issued, which may result in account balances dropping below minimums (\$100) or going negative. Scheduling privileges will be immediately suspended for members whose accounts go negative.

Your patience is requested during this transition.

❖ DICK STROCK

Filling out your flight tickets

I hope the change to the new QuickBooks accounting system has not been too much of a shock to everyone. We've still got a few bumps to get over, but it appears to be going pretty well, at least from my perspective. I just want to bring a couple of items to everyone's attention.

As of 8 June we began processing flight logs on a weekly basis. They will be picked up (usually) on Monday morning, after the weekend flight activity, and processed that day. The upside of this change is that you will be receiving, via email, flight invoices and fuel credit memos on a regular basis, allowing you to monitor your account balances and hopefully avoid those pesky "insufficient account balance" charges, or worse, have your aircraft scheduling privileges suspended.

The downside is that accurate reporting will require some additional diligence on your part to ensure the flight logs are complete and legible.

When processing the May flight logs, we encountered numerous tickets that had incomplete and/or illegible fuel entries — one ticket had only the date and tach times entered, not even a name. We had to photocopy tickets, e-mail them to the suspects, and ask for clarification.

We're not going to continue that practice. So if you refuel at the end of a flight, hang around for the fuel truck and complete the ticket. Verify the price with the FBO if you are not sure of it. If you are unable to wait or if the FBO is closed, call the FBO at your first convenience, get the information, and send me an e-mail.

By processing the flight logs on a weekly basis, you should be receiving monthly account statements during the first week of the subsequent month. The statements will cover only the period through the last day of the month, so any flight activity or financial transactions that occur on or after the 1st of the month will not be included.

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Thanks to everyone who has provided feedback and suggestions on the new system, and please continue to do so.

❖ DICK STROCK

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 and given to **Bob Hawkins**.

GAI-2-OSH meeting

It's that time of year again. Just 2 months to go before many of us depart for Oshkosh to attend AirVenture. For those who are thinking of going, please try to attend our first meeting of the year. The meeting will be held at 1900 on Thursday 11 June at the Congressional Flying Club trailer at Montgomery County Airpark in Gaithersburg. Some of the agenda items which will be discussed include:

Traveling logistics

- What planes and pilots plan to fly in and when?
- Who plans to fly out together?
- Is anyone driving out?
- Ride sharing / load sharing?

Parking logistics

- How do we plan to ensure we are camping together?

Dining & camping logistics

- How will meals be handled?
- New option for storing items at Oshkosh?
- Will we have a car this year? Do we need one?
- Who is bringing what items for general use?
- What will Mr. Gadget have for us to help ease our camping woes?

Many of these items are under discussion at <http://www.facebook.com/home.php#/board.php?uid=52475717822>. You do not need to register with Facebook to read these topics. You just won't be able to reply. So I suggest you look through some of this prior to our meeting to get background info on some of the topics.

If you cannot make the meeting, but have answers to some of the questions or issues above, please e-mail me with your information and I can share it at the meeting.

❖ ADAM DONALDSON

My CFI checkride

[Editor's note: This is part one of a two-part series chronicling **Dave Lawlor's** quest for his CFI ticket. Part two follows in next month's issue.]

26 JANUARY 2009

Eighty-five percent. That's the proportion of initial CFI applicants who fail their first time taking it with the Baltimore FSDO.

Yesterday afternoon after almost a 6 hour oral I took off to preflight N6429T, a Cessna 182RG. I was one step closer to becoming a CFI, having passed the Oral portion of the CFI Practical. Thirty minutes later I learned I'd be coming back again.

I busted one of the easiest things to do — retract the gear at V_x after a stall recovery. All but the last step in the power off accelerated stall went fine but I missed the gear in a timely manner. Busted!! *è finito*, done! I had failed the checkride and now had the option of continuing or flying back over the bay to KANP. Matter-of-factly she asked what the procedure is for stall recovery, which I articulated; she then asked if I had performed the maneuver as required. I said I had not. She then informed me that I had failed. I had assumed that if I blew anything on the ride that I could admit that was a poor demonstration and could admit that to the student and would have at least one chance to correct it. Not how it works! I was very disappointed but had predetermined I would get as much done as I could even though my mental state was expectedly on a downer.

The good news is, you get to read all about it and avoid the same mistakes I made. In hindsight I failed on the simple and performed very well on the difficult. Go figure! Here's a recap of the day. While some of this may sound discouraging, it's not meant to be. She was fair but strict. The PTS rules. Break tolerance and that's it. I did and I got what was clearly coming to me. I told her I appreciated her integrity and examining me according to the rules and constraints established. Would I have liked and easier more merciful test — sure!

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Don't expect any kudos or compliments during the day. I didn't get any. What that reinforced to me is the importance of communicating encouragement and acknowledging what was done well. I want to build up my students.

So here's how the day went in a bit more detail:

With my roller-bag filled with aviation insomnia materials in tow I departed KGAI at 7:09 and flew via VPONX and VPOOP to KANP and landed on runway 30. For those of you who haven't been in to KANP in the past year, you'll like the new blacktop. Pretty nice. Incidentally there are triangles painted on the runway. These signify 1/3 marks on the runway. I tied down north of the field on the grass as prescribed. Watch for holes and bumps. I pulled her off the taxi pavement in to place so as to avoid soft ground or the potential for a prop strike. My back hurts today as I did the same on Wednesday night coming back from KFDK uphill into the slot at KGAI with the ground very slushy and icy. After tie-down I proceeded to the parking lot area to see where we'd do our oral. Two options: the Naval Academy or the Pilot lounge. We chose the pilot lounge, which has a nice table for setup.

I laid out my material, documents and set up my dry-erase and laptop. As we went through the day Ms. Frost (not her real name) would ask what I was required to have at each step along the way. So be prepared to walk her through the day. It's an interesting feeling to be the CFI Candidate, the Instructor, and in some ways the examiner. It's very different to all the other rides. She'll ask her questions at the appropriate time. For example, she started out by asking what documentation I was required to present to her. I presented my credentials along with a copy for her records (which she didn't want and prematurely thought I might be providing copies instead of an original medical etc). She reviewed those and the 8710. She requested that for future rides pre-populate the ID verification information on the back — save, of course, her signature. We talked some about logbook maintenance, where to store what requisite information, etc. Next we went on to the aircraft records. I went through the logbooks having indexed all the pertinent inspection notations, the date conducted and the next due date. On the airframe maintenance log she wanted to know what was required. I said that the endorsement needed to have the date conducted, the pertinent FARs the

annual was conducted in compliance with, a statement that the aircraft was considered airworthy and approved for return to service. I went on to tell her it's also required to be signed by an IA and not an A&P unlike the 100hr. After all that, which I thought was a fairly complete and basic overview, she asked what else needed to be on the page of the log? I went on to talk about the requirements of §43 and specifically 43.7 as outlined in §91.409. [Read, highlight and tab your 2009 FAR/AIM]. She wasn't satisfied and told me I was getting too technical. The sweating began. In my mind I had begun the explanation with the basics and progressed to the detailed. I didn't offer much voluntarily and went deeper upon request for more information. After I'd exhausted my knowledge of the maintenance related FARs I went back to the basics again because she wasn't relenting. We need the Date Conducted, the Tach and Airframe TT, the endorsement entry with signatures. Exactly she said. I was a bit frustrated because I'd started with that at the very beginning but she didn't seem to pick up on it. This happened a few other times during the day. When I circled back with the basics she seemed happy. Emphasize in some way your remedial explanation and make sure she really heard that before going on. If she probes ask her if she's like a simpler explanation or a more complex answer. She may not bite but worth asking. Ask her to recite back to you what you told her to make sure she heard it. Perhaps she was playing a student and looking for me to become frustrated which I didn't.

So with the paperwork out of the way and having confirmed everything was in order we were able to begin the exam. The more I reflect back on this experience, the more examples I see of interpersonal differences. If this was intentional on her part I'm impressed but she never let on.

Now that the paperwork and aircraft were deemed to be in compliance she outlined how the examination would occur and basic PTS stuff. She assured me that as soon as I failed anything she'd let me know immediately and give me the option. I remained optimistic in spite of this. She was upfront and said she didn't play games unlike some examiners that let the applicant continue in spite of their failure but not tell them until the end. This is good. So as long as you don't hear anything to the contrary you're doing fine.

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We talked about FOI. What is learning from my perspective? My first sentence was that learning is the result of a change in behavior as a result of experiences, and I went on to explain that in my own words with my own examples of this. After chasing my tail we ended up back with a reiteration of my first sense. We covered the teaching process, teaching methods, evaluation, flight instructor characteristics in a scenario manner. (How would I engage a walk-in looking for a flight review?) Start by examining his log-book for his flight experience vs. asking him/her. Human factors, and lesson planning. We launched into endorsements. I looked up about six things during the day after I'd give a summary briefing and wanted to go to the FARs for the details. She didn't really seem to like me looking anything up. Six things in six hours didn't seem like a lot but I felt she did. This was a surprise. I intentionally didn't try to remember all the FAR section references but she certainly wanted me to know the gist of them all. The one question that caused me the most trouble was the following. Can a student pilot solo at night and if so what is required? I said they could, which they can, and the general requirements associated with getting to that point including ADM and safety considerations but I was missing an important component of the answer. I had exhausted my knowledge on this question per §61.87 but she wasn't done and wasn't letting up. She threw me a bone — look up associated limitations. I did in §61.89(a)(6): 5sm vis required vs. 3sm. I had been tunnel-visioned on requirements and forgot to also include the pertinent 'limitations' — lame mistake! We covered a bunch of other FARs. We focused mostly on student pilots. How would a student pilot end up with student license (which is not a medical) and a separate medical? Tricky. Student pilot license is valid for 2 years, 17-year-old student medical is valid for three years, student license expires, with 1 year left of the medical, in year three the person must apply using an 8710 directly to the FSDO for a new one, a year later the original medical expires, and the student must return to the AME for a new medical. Apparently this situation happens a lot.

The discussion on Aerodynamics was interesting. After covering the basics and the advanced — which, in retrospect, I was over-prepared for — she asked me why an airplane turns. With my model aircraft in hand I again explained the

changes that occur in lift on each wing as a result of wing camber changes and the air being spoiled that causes differential drag and how the rudders serve to provide a means of maintaining coordinated flight and combat adverse yaw but she wasn't happy. I retraced the basics and some of the advanced focusing on the way the horizontal component of lift affected the aircraft and caused the turning moment. I talked about how the aircraft was moving through the air and how trust continuing to be present propelling the aircraft forward but still she came back to why does an aircraft turn. She went on to tell me 99% of the CFI applicants can't answer in a simple way this question and why that is problematic. In hindsight, perhaps the insight for her is that it's the question and the expected answer and not all the idiot CFI hopefuls out there. The answer she ultimately wanted is that the aircraft turned because the flight path through the air changed. Anyway give that answer first and you're on to better things.

In the Technical subject area we talked about most of the elements with two or three questions on each. We didn't talk much about publications. This was a bit of a bummer because I put a really complete binder together with a catalog of all the pertinent advisory circulars and other reference materials including a ton of electronic materials I had available on my laptop including presentations I'd put together on a comprehensive list of topics.. She wasn't impressed, but it's a good resource for me which is important. From the remaining sections the focus was on unusual flight attitudes. Make sure you practice setting this up and talking through recovery. She said we'd do that on the flight portion.

Airspace. This is one of my strongest areas and I answered a dozen or so chart questions right off the bat which brought a quick end to that section. Modulate your response so the examiner can't easily differentiate between strength areas and weakness areas. From the Washington sectional: Rules, Dimensions, history around the TRSA, Class E to the ground and why. What's special about Millville and why is it E to the ground — RCO on-site; why that RCO airport is different from others (she didn't know either). I asked why Leesburg isn't class E to the ground also (she didn't know). Special Use airspace and reason why it's special use. Airport symbology and differences, runway length implied, services

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offered, and all the basic chart stuff. Pity that discussion was done in 10 minutes.

Then at around 10:30 we took a 10 minute break after which she told me I had 30 minutes to prepare a lesson on "Eights on Pylons." I was pleased with this selection both in terms of teaching and demonstration. I did not pre-plan all the potential lessons, but it's not a bad idea to do so. I planned the lesson plan and used my dry erase and power-point slides to talk her through the components. She focused in on pivotal altitude and wanted to understand that from a student perspective and its relationship to wind, bank, ground speed and airspeed — all of which I was prepared to discuss. Focus your discussion on how you'd calculate and approximate pivotal altitude and then determine it on site. Talk about how you are changing your altitude as a result of wind to maintain the same Ground Speed. Talk about pivotal altitude being the altitude you'd be at around pylons in a no-wind situation. She seemed pleased with that lesson and told me to be prepared to teach that when we head out.

Then we broke for lunch — 30 minutes at KFC. She moved from NY, worked previously on runway surveillance and now conducts a variety of work at the Baltimore FSDO including accident investigations, new school certification, pilot actions, and CFI rides. They are doing a fair amount now and that's the main rating they get involved with. She is a Master CFI and taught hundreds of students. Pleasant conversation.

So back at the lounge. I briefed the flight, how I'd conduct the lesson, airspace, ADIZ flight plans, IMSAFE briefing, required documents, etc. She wanted more. I pulled out my briefing which I normally do in the aircraft and covered that. Talked about how we'd file ADIZ, how we'd pick it up via phone contact once ready with Potomac Clearance and at what number, how we'd exit and through what gate (PALEO) in and out, but she wanted more. For a minute I wasn't sure what I missed. I said that for a local flight I wouldn't prepare a navigation log and she agreed that wasn't needed. Then I thought she must want performance charts. So I presently a comprehensive pack I had put together for the flight over including a manual nav log, W&B (confirming her estimated weight), T/O and Landing distances (using the most conservative assumptions). I even had Google Earth 3D pic-

tures of the waypoints we'd see on the flight from KGAI to KANP. She's asked me to bring what I'd expect of the student on such a flight. I had prepared that and a lesson plan of what would be covered. I was thrown for a loop because I'd already done it and didn't quickly relate that to the KANP-KESN leg. Incidentally, plan for Ridgely too (RJD) — narrow, short & bumpy. She was satisfied and emphasized that CFIs should require this of every student for every flight. I've been thinking of creative ways to do this. For example I contemplated that flying out of KGAI downwind departure tailwind 11 kts. Only 850' available for ground roll. Would you go? I told her that once I was sure they would calculate this manually that I'd focus on teaching them some of the excellent tools available for flight planning and performance calculations. My logic is that if we make it easy for the student they'll do it every time. Who wants to do a manual flight log for every flight? I told her about the D3 level ADDS is at and as such not approved for flight planning and what is required for the FAA to move an app to D4 which is fully approved for flight planning — DUATS based applications.

So on to the pre-flight. We did a thorough pre-flight. Determine whether she's a private or commercial student, or take control and say for a Commercial student here is what I'd do. She's okay with the checklist being just that and not a do-list certainly for a commercial pilot and after some supervision for a student. This was encouraging to hear. Know how many cylinders receive the prime (2). She doesn't like any throttle pump at all not even 1 second before starting so don't do that. Afraid of primer induced fires. [After I got my ticket I politely cited that the POH calls for this and they certainly acknowledges the hazard. I mentioned the importance of not second-guessing the manufacturer. She reconciled this by considering 1 pump okay but in order to ensure the throttle valve was in the appropriate position]. Be prepared to note and recite the precise mag drop from each side (I'm going to start recording this on each flight). I do something different to the book in that I start with the L mag and then use the R. My logic is that if you check the R last then you'll click at least back 1 to the right and be on both. If you check the L last then you may stop at the R magneto. This makes sense to me but is not what the book requires so be aware of that — see above

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note on not second guessing the manufacturer. Is there a time and place for this? She didn't comment on this and I did it by the book. Prior to getting in the aircraft I checked the ground for holes or sogginess and determine a path to the taxiway (if you can call it that). There's plenty of ground clearance on the three blades but I certainly didn't want to get stuck.

So after taxi, getting the ADIZ code and freq I called for a short field departure which I did. She did no flying throughout the flight and seemed puzzled I'd even ask if she planned to at any point. So be prepared to do 100% of the flying. Also, going in to this much of my focus was on how I'd talk through all phases of flight and not leave much quiet time. My expectation was that I'd be checked on my teaching ability. Either my teaching was good enough or my flying was bad enough that pretty much the only comments were on flying and not on how I was teaching. On the briefing for the second day she confirmed that my instructional ability was very good when I asked.

So I decided on the ground we'd fly over KESN at 3500' after staying at the appropriate levels for the crossing over the bay remaining well clear of Bravo. I briefed this early and reminded her of division of duties, how to engage CRM and see-and-avoid techniques as we crossed. As we approached ESN I monitored the tower and talked about class D procedures, differences, and some tips on flying in, around and over D. We proceeded to the practice area I'd identified previously. I picked a location close to KESN and just east of the Choptank River. The river I figured would help me from a situational awareness standpoint and serve as a good reference point for maneuvers. As we got to the practice area she said she'd like to be taught steep turns followed by a stall of my choice. Of all the things I thought I could blow it was the steep turns. From the left seat I seldom have trouble with them but from the right seat I'd struggled in nailing them. But I'd been getting better once I finally got a sense for the different perspective from the right seat and used by instruments more effectively for scanning. I put an extra effort into teaching awareness of traffic and clearing the area. I talked about this on the ground and frequently on the flight over. I did a 180 degree to the left (citing left turns are preferential because passing traffic should pass on my right), and then for extra caution another 180

deg to the right. I mentioned what is required is turns adding up to 180°. So, established for the turns using the bridge on the river for my heading. I nailed the first turn (to the left) remaining almost perfect on altitude at 55 degrees and hit my wake on roll-out with a perfect heading and release of backpressure. Rolling straight into the turn to the right I lost a maximum of 40' corrected and hit my wake again with a perfect roll-out. First maneuver and the one I was looking forward to the least done! That felt good but I knew there was a long way to go. Next were stalls. I configured the aircraft for a power-off descending stall. I said I was simulating the traffic pattern and how students could use that to remember configuration. She asked why I was descending at 500' per minute and I said because I was just past the numbers and about to turn base. She accepted that answer. She had said she wanted a turning full stall. Incidentally, she doesn't equate a turning stall with an accelerated stall. (I thought any stall with a non-zero deg bank was by definition an accelerated stall, but in any case she's the Master CFI and the Examiner so I didn't argue. I recovered on the first a bit too quick and said that wasn't a good example of a break and that I'd show her a better example. I was a bit annoyed at myself for recovering prematurely and set up for the second which was a nice coordinated break, release backpressure, power (including carb heat off), first notch of flaps up, airspeed increase, positive climb rate, and remaining flaps. BUT...forgot the gear. DONE! She asked when the gear is supposed to be retracted in this maneuver and I said it was supposed to be retracted upon reaching 70kts [Later she told me she'd like to see it at V_x]. I asked if I could demonstrate the proper procedure and she declined stating that there are no redos and that I had FAILED! I had the option to continue or return to Annapolis. I said I would like to continue and attempt to pass other areas of the test. She went on to say that she wasn't going to ding me on clearing but that I really should have cleared in between the two stalls. Teach and do clearing turns at the beginning and end of each maneuver to develop this habit.

Raise the wing on the direction of the turn and check the opposite side to ensure no one will come up behind you. She said she would have accepted it if I said I was clearing as I was in my descending turns. I hadn't verbalized this. Note:

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Be careful what you do say, but talk continuously with special emphasis on this. In discussions later I found out that most of the CFIs that fail have clearing in their redo list. It seems that there are usually multiple fail points too. I recommend that if you are unfortunate enough to fail that you should get as much done as you can. I feel better today know that I've got a limited number of things to cover on the redo.

She asked for air-work first. Incidentally, she asks distraction questions right as you are about to enter the training areas and begin configuring the aircraft. She wanted a pretty detailed answer on V_a .

Eights on Pylons: I selected the pylons and talked her through this as I flew. Nothing really unusual other than at 1050' (900' AGL) she pulled power. I established best glide, found my field and committed to it, went through memory items, pulled my checklist, remember Air, Gas, and Spark (for engine restart even at low altitude) and got dialed in for landing. We went a little below 500' AGL which in hindsight I shouldn't have but she didn't mention anything. I suppose that also could have been a bust item but it wasn't. We then did some steep spirals and other maneuvers, all uneventful. It was windy at altitude so pick a point almost right below for the steep spirals so you can maintain a steep turn.

So now on the KESN (I intentionally picked a practice area near ESN in hopes that we'd doing landings there.) Great airport. So the first landing she wanted was a short-field. I nailed the approach, airspeed; hit my spot within 10' which I'd given her while on downwind. Appropriately braked both aerodynamically and with wheel brakes and came to a stop. We did a short-field climb out. On the climb-out she asked if I normally did short field landings without retracting the flaps. I knew what was coming. I said that much of my instruction called for not touching anything on the airplane while on the runway so as to avoid an inadvertent gear up scenario and that at KESN we didn't need the additional reduction in rollout. Having flown with Annabelle and Gawler, neither of them likes pilots to touch the flaps on landing. I was sensitive to this and thought if I would fail on anything it would be to retract flaps. Of course in hindsight all I needed to do was to verbalize this so she'd at least know that I knew what the book required. After-

wards she said she would have accepted this. While she didn't say anything I knew this was going to be ding number 2. She asked how I was instructed and said it was company (CAP) procedure to conduct it this way unless the field was actually short. All of this while I'm turning crosswind and talking with tower. Then on downwind she said she'd like to see a soft field landing touch and go. Fair enough. Again, I set up nicely, flew a good approach, good airspeed control, entered ground affect with a little power and landed slowly with a little power and nose up. Maintained nose up and asked if she'd like me to continue to exit the runway and demonstrate appropriate soft field taxiing. She said that wasn't necessary and that I would take off.

In hindsight when you have a question, answer it yourself as you'd like to do it. She's looking for decision making and when you're instructing you'll be making the call. This is obvious but the student/examiner scenario is a bit awkward in this regard. So what do I do? Flaps up, clean the airplane and take-off. Problem number three: in her mind I was still on a soft field and should have demonstrated a soft-field take-off. Stay in the scenario. If you are on snow then until you say the scenario is over you're still on snow, short-field, and the like. In hindsight it was clear she said a touch and go, and I should have put the two together or at least confirms she wanted a soft field takeoff. THIRD STRIKE. Boy I'm feeling great at this time. Oh well. So with that she said we had completed the ride and could return to KANP.

On the flight back she asked what best glide in the airplane was and I reiterated 80kts at 3100 lb, slightly below that at our weight of approximately 2850 lb. She asked for my checklists, emergency lists etc. and then went on to insist the best glide was 72kts. Having blown the three things I didn't argue but pointed out the book clearly states it's 80kts at 3100 lb. We landed and she asked to see that. I pointed it out in section 3-13 of the POH. 72kts is the speed for 2550LB. One could argue that the answer is somewhere in between us both given our present weight, but she was satisfied that I had a reference for it in the POH. I shut down at 4:50pm in KANP and was back in KGAI by 5:40p — long day. I'd been at the airport at 6:15am. Don't underestimate how exhausting this day will be. Practice a few flights to PTS Standards after a long hard stressful day. Make

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sure you have a safety pilot so you get the real experience of this. At minimum we think less clearly and our procedure efficiency decays with fatigue.

So that's it. Pink slip (actually peach) in hand, I was on my way home. Bummed, frustrated at myself for especially the gear and not verbalizing the short-field protocol. Most folks who fly with me can attest to my normal action being to say "Flaps Only" and raise the flaps after any landing. Trying to be on my best behavior cost me. No excuse on the gear issue.

Next steps are to fly with John and get a new 8710 and sign-off and fly within 30 days (Per Ms. Frost; FARs say 60 days). If I don't I've got to repeat 100% of the test again. Now that would stink.

I have a sneaking suspicion that the FAA has a strategy of failing most first ride to teach a lesson they hope will save lives. Maybe they are right. A few things I'd know before have been reinforced for me as a result of this experience. They are:

1. There's no place for touch and goes in Private Pilot training. I once read that with touch and goes you end up with neither a proper landing nor a proper takeoff. I believe this especially for private pilots.
2. Secondly, managing the examiner is something I underestimated. Be decisive and tell her what will happen. For example, I should have said on the soft field that I would land and simulate taxiing and then stop given it's not an actual soft field, brief the takeoff and demonstrate a soft field takeoff.
3. Encourage your students in abundance for the things they do well.
4. Assume that students aren't ready until they can fly the perfect simulated ride to all PTS. On the day they're bound to be out of PTS on something and they'll probably get one second chance.
5. Add a brief checklist for maneuvers and use it for configuration and clean-up — this could have saved my ride—maybe!

❖ DAVE LAWLOR

[Be sure to tune in next month for the exciting conclusion of Dave's saga!]

Funny stuff

In-flight announcement heard on AirTran:

"Ladies and Gentlemen, welcome aboard AirTran flight 123, with nonstop service to Atlanta. In a few minutes our wonderful flight attendants will be coming down the aisles with our award-winning breakfast service [*Editor's note: coffee, tea, milk, and some fairly tired sweet rolls*]. Please sit back, relax, and enjoy the flight — or better yet, fall asleep so we don't have to deal with you!"

❖ ANDY SMITH

See the next page for updated information on our maintenance team, listing Crew Chief and Assistant Chief by airplane, as well as a couple of standard procedures.

Write for the Newsletter!

Express yourself, get your ideas out there, and earn work hours!

If you have a story idea, please contact the Newsletter Editor mailbox:
cfc_record@yahoo.com

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Maintenance team

Bill Hughes , Maintenance coordinator						
Bill Pechnik , Inspector & chief advisor						
Elroy Lovett , Special projects & senior advisor						
John Peake , Roving ass't. crew chief						
Airplane	N25883 CE-152	N7739BA CE-172N	N5135R CE-172M	N20300 CE-177	N15624 PA28-235	N6429T CE-R182
Crew chief	Ruth Hornseth	Gashaw Mengistu	Vic McGonegal	Dick Strock	Dan Hayes	Louis Krupnick
Ass't chief	Todd O'Brien	Greg Costello	Phillip Carls	(John Peake)	Dan Boyle	(open)
Maintenance Procedures						
Crew Chiefs are responsible for scheduling maintenance on their respective airplanes and are requested, as a courtesy, to notify the Maintenance Coordinator whenever there is a problem or when maintenance is scheduled. Whenever possible, upcoming maintenance will be announced to the membership to give members opportunity to help and to earn work-hour credits.						
Aircraft problems needing maintenance action should be reported to the Crew Chief ASAP. If the Crew Chief or Assistant Crew Chief cannot be reached to report a problem, contact the Maintenance Coordinator or Club President for Club airplanes or the Squadron Commander for CAP airplanes. Bill Pechnik and Elroy Lovett should be contacted ONLY by maintenance team members regarding maintenance problems.						