

The Congressional Record

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

Vol. 27, No. 7

Gaithersburg, MD (KGAI)

July 2009

In this issue

President's message	1
Change in Club rules	1
Aircraft rates	2
Chaplain's corner	2
Establishing aircraft rates.....	3
Work hours	4
Work hours monitor.....	5
Fly-ins.....	5
Your flying account	5
Address for checks.....	5
My CFI checkride.....	5
Funny stuff.....	7

President's message

We have reached the halfway point for the year and are actually in pretty good shape. **Dick Stroock** has done a fantastic job with the books, and we have an excellent look at our operating budget as well as actual costs. See the article by Dick on our costs and the adjustments to some of our rates, based on current data! The Cardinal cost went down by \$6 hour and the others adjusted up just a little bit to reflect our actual costs. We are controlling costs extremely well, and more importantly, actually know what it costs to run the planes.

Our aircraft are in much better shape than a couple of years ago — due to just a few folks: **Dick Stroock, John Peake, Bill Pechnik, Bill Hughes, Vic McGonegal, and Dan Hayes**. I'm sure I've missed a couple, and for that I'm sorry.

Cal Smith has done a great job on the roof of the trailer, and **John Rabner** has installed new doors — the facility is actually beginning to look like a professional facility. **Dick Stroock** (again) has gotten the wireless network running, and we have wired internet connections available should you need them. The computer at the end of the trailer is set up primarily as a weather briefing station (LARGE screen) and there is a printer attached. Please turn off the computer, printer, and the MONITOR when you are done. The power strip also powers the antenna to the internet so if you forget to turn off the various units you are not only wasting electricity but the units will fail due to being left on for long periods. (Obviously, you need to turn them on to get them to work!) Please do not use the computers in the back room, as they are set up to do the accounting and various administrative functions for the club.

We are just beginning the work hour year and can use lots of help with various projects from the trailer to aircraft maintenance. Don't be shy — we can use your help and it is a way to "so something different" for a few hours..

❖ **BOB HAWKINS**

Change in Club rules

"Effective 8/31/2009, no member may act as pilot in command of a CFC club aircraft unless, in the preceding 12 months, that member has accomplished an annual CFC club check ride with a club designated CFI or a Civil Air Patrol Form 5 check ride, and, has submitted to the Club Operations Officer a CFC Flying Club Annual Flight Check Review Form which has been signed by a club designated CFI certifying that that the member has satisfactorily completed the annual flight check or a copy of the completed Civil Air Patrol Form 5."

This "Annual Flight Check" form will be in addition to the annual Membership/Renewal application form due by the end of May each year.

Why is this happening?

Compliance with our Club "Rules and Regulations" has been lacking.

In the July 2009 issue of Aviation International News, page 32, "Advice from an Underwriter," comments "If a company (Club) wants its operation to be considered a "preferred insured" to obtain the best insurance terms and rates, it "needs to have a safety management system in place". "There are several ways to go about that, and this is an indicator to the insurance company that the insured is among the best. ...We know they have spent a lot of time and expense qualifying, and they have to get recertified. They have to be consistent with the approach to safety, and we see them as a preferred risk." The article was about the Aviation Insurance Association's annual conference addressing NBAA members; however, I could see the appropriateness of this to our Club situation.

THE PROCESS

It's quite easy — really. Go to www.aircraftclubs.com and retrieve a copy of the "Annual Flight Check Review Form" from the Club files. Pick a Club plane and fly with a Club instructor for this process, complete the paperwork, you and the instructor sign it, and then give it to

The Congressional Record

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

Vol. 27, No. 7

Gaithersburg, MD (KGAI)

July 2009

the Club Operations Officer (**Dan Golas**) — you're good for 12 calendar months.

OR if you have completed a Flight Review IAW 14CFR61.56 with a Club instructor within the past 12 months, complete the "Annual Flight Check Review Form," you and the instructor sign it, and then give it to Dan.

OR if you have completed a CAP Form 5 within the past 12 months, complete the "Annual Flight Check Review Form," you and the instructor sign it, and then give it to Dan

OR if you have completed a FAA Check Ride for an additional Certificate or Rating, complete the "Annual Flight Check Review Form," you and the instructor sign it, and then give it to Dan.

❖ **BOB GAWLER**

Aircraft rates

Aircraft rates are changing!

Following are our aircraft hourly rates as of 1 August 2009 (except N15624, which was effective 1 July).

Aircraft	Prev Rate	New Rate	Inc/ (Dec)
N15624	\$125	\$135	\$10
N20300	\$105	\$100	\$(5)
N25883	\$69	\$77	\$8
N5135R	\$88	\$92	\$4
N739BA	\$88	\$92	\$4

Unless otherwise noted, rates are per tach hour, wet.

❖ **BOB HAWKINS**

Chaplain's corner

ON ANGELS' WINGS!

"Cleared to land!" Setting up for the landing. Downwind maneuvers including flaps. Crosswind maneuvers including flaps. Final. Centerline, throttle management, full flaps. What do flaps do? They lower the stall speed, and increase drag allowing steeper descent at given approach speeds. Another way of putting it: flaps increase assurance of controlled transition from air to ground, from flying to safe cessation of flight. They alter wing configuration to add safety to our repeated comings-home to land again. Any metaphor for

life here? We are always coming home to land. Wings are a good thing! They bear us up when we are going down. The songwriter says of God, "And He will raise you up on eagles wings; Bear you on the breath of dawn; Make you to shine like the sun; And hold you in the palm of His hands." Drawn from Psalm 91:11, the song conveys the message that those who trust in the Lord will have the best final landing. The scripture goes on beyond talk of landing to clear indication that there will be no landing for the soul who knows the Lord: "Whoever knows my name I will set on high." (vs.14 NAB, St Joseph Edition) Are we not accustomed to saying of those who depart this life, that "They are in a better place," i.e., "on high?" Let us hope that we shall all hang together, flying safely for many more years. May we use the flaps well on each landing, and may

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

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The Congressional Record

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

Vol. 27, No. 7

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July 2009

the wings of angels figure in all the flying that we do. "For God commands the angels to guard you in all your ways. With their hands they shall support you, lest you strike your foot against a stone." (vs. 11) Yes, may we fly with knowledge, skill, proficiency, safety — and on angels' wings! Amen.

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

Establishing aircraft rates

With this article I will attempt to dispel some of the mystery surrounding how the Club establishes the rates we charge to fly our aircraft, and the monthly dues that we charge our members.

At the outset, let me state that we are a not-for-profit organization. No member or officer receives any remuneration for the services they provide to the Club, and the club operates on a cash-and-carry, break-even basis. At present we have zero debt, and bills are paid-in-full upon receipt.

Our aircraft rates and dues are established to:

1. Recover the cost of aircraft operation
2. Establish a reasonable reserve for making functional and cosmetic improvements to our aircraft fleet (e.g., avionics upgrades and interior/exterior improvements), and
3. Maintain a comfortable facility at which we can hold meetings and other club functions.

The primary tool we use in the rate-setting process is an Excel spreadsheet. In this spreadsheet we capture, categorize, and summarize virtually all of our Club expenses. In general, the expenses are attributed either to a specific aircraft or to club overhead.

Club overhead includes our fixed expenses such as tiedown fees, aircraft insurance, hangar rent, subscriptions, and other general operating expenses such as utilities, office supplies, office equipment, and facility upkeep. These expenses are covered by the monthly dues charged each member.

As these expenses increase (they rarely decrease), monthly dues increase. Other than the aforementioned items, none of these funds are used to cover aircraft operating expenses.

Aircraft expenses are split into three main categories: Operational Expenses, Reserve Accounts, and Miscellaneous Expenses. Within each of these categories, each specific item is reduced to a cost per hour.

Operational expenses are those expenses incurred for basic operational maintenance. Expressed on a per-hour basis, these include:

- Fuel cost – the average cost of a gallon of fuel multiplied by the fuel consumption per hour
- Oil consumption – the amount of oil used per flight hour multiplied by the average cost of a quart of oil
- GPS database subscription – the annual cost of a GPS database subscription divided by the projected number of annual flight hours for that aircraft
- Maintenance expenses - the average monthly cost of parts and labor for the previous 24 months, divided by the projected number of monthly flight hours (projected annual hours/12)
- Hangar operational expenses – the average monthly cost of materials, supplies, and tools required to run the hangar, divided by the projected number of monthly flight hours for all aircraft. (This is the equivalent of the shop charge when you get your car serviced.)
- Extraordinary expenses – these are large unanticipated expenses of approximately \$2,000 or more, incurred for a specific aircraft and amortized over an extended period of time, usually 5 years. These expenses are recovered through an hourly surcharge based on the projected annual flight hours. Current examples include the rudder repair on N25883 (\$3,013) and electric trim repair on N15624 (\$1,952).
- Basic 50-hour maintenance expense – the cost of oil and oil filter, which are changed every 50 hours of flight time.

As indicated in the description of several of these calculations, the divisor is the projected number of hours flown per year. So if the number of hours flown decreases, the cost per hour increases. This factor will be discussed further later in this article.

Reserve accounts are established and funded to cover big-ticket items. A certain amount of money is collected per operating hour and retained so these items can be paid for without having to borrow funds. Currently our reserve accounts include:

- Engine reserve

The Congressional Record

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

Vol. 27, No. 7

Gaithersburg, MD (KGAI)

July 2009

- Avionics upgrade reserve
- Exterior/repaint reserve
- Interior refurbishment reserve
- Prop overhaul reserve

At present the amount per flight hour contributed to reserves ranges from about \$16 for N25883 to \$34 for N15624.

The **Miscellaneous** section of the analysis spreadsheet contains two items. The first is an additional reserve account called the Extraordinary Expense reserve. This reserve is intended to cover unexpected items such as the rudder repair and electric trim repairs mentioned earlier. Because we lacked such a reserve in the past, the Club's cash on hand following some expensive repairs became a concern.

By establishing and funding this reserve account, we hope to avoid any future financial distress and eliminate the need for after-the-fact surcharges that are currently adversely affecting the hourly rates for some of our aircraft.

The last item that gets factored into the hourly rates is the maintenance flights. These flights include post-maintenance run-ups, post-maintenance flight checks, and ferry flights to other facilities such as HGR and LNS.

The club receives no income from these flights, since the pilots, in many cases the crew chiefs, are not charged for these flights. However, these flights put time on the engines and airframes, and the reserve accounts must still be funded. This is accomplished by factoring in the cost of the maintenance flights to arrive at the final hourly aircraft rate.

From the above discussion you should see that we do not employ a "dart-board" approach to establishing our aircraft rates. We currently have meticulously collected and categorized 22 months of expense data on our fleet. During the process we realized that our cost analysis was deficient in some areas, and have made adjustments to correct those deficiencies.

Also mentioned earlier was that many of the factors used to establish the rates are based on a projected number of flying hours per year. We use historical flight data and current trends to project these hours forward.

Below is a table showing the flight hours projected at the beginning of 2009, and the revised figures made in July based on the first half of this year.

Aircraft	Jan 2009	Jul 2009
N15624	150	100
N20300	200	250
N25883	225	150
N5135R	250	170
N739BA	275	200

Unfortunately, at least two of our aircraft, N15624 and N25883 in particular, have fallen woefully short of those projected hours. Because of this deficit in flying hours, the Club must significantly raise the hourly rates of these two aircraft in order to recover our expenses.

I point out these two aircraft because, as mentioned earlier, they each underwent some expensive repairs and are currently subjected to an Extraordinary Expense surcharge.

One can speculate as to why these aircraft have fallen so far short. Whether it is due to the poor economy, crappy flying weather, extended maintenance periods, or other causes, the fact remains that the less an aircraft is flown, the more the hourly rates will increase.

I hope this article helps clarify our rate-setting process. Suggestions on ways to improve it are always welcome. If anyone is interested in looking at the process in more detail, I will be happy to sit down go over the analysis spreadsheet with you.

DICK STROCK

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**

The Congressional Record

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

Vol. 27, No. 7

Gaithersburg, MD (KGAI)

July 2009

Work hours monitor

July is the second month of the “work hours year,” so by 31 July you should have 3.3 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 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**

Fly-ins

In case you missed Reading WWII weekend, maybe we can get you to Lancaster for a neat sounding little show in August. On Saturday 22 August there is a show that sounds pretty worth-

while, bomber rides available and other neat things. Best guess right now is the TFR in place for the show from 1300 to 1600, so we would not be locked in for all day but there is stuff going on all day if you want it. On the web, go to <http://lancaster.schultzairshows.com>.

Also, ask around; there is probably space for a ride and a tent buddy for Oshkosh too. You can see who is signed out for planes on the Aircraft clubs site. There are 13 planes going at last count, so let me know if you want to go; there probably is space on one of them.

Let me know about Lancaster soon, or Oshkosh NOW. Also, you may have seen an e-mail from Ruth about the Rhinebeck run in October. Get in on that for some great food, views of the Hudson and the museum. We return coming down the Hudson thru NYC — should be a little more interesting with folks up in the crown on the lady now.

❖ **JOE STUBBLEFIELD**

Your flying account

Piotr Kulczakowicz and **Raj Uppoor** 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.

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**.

My CFI checkride

[Editor’s note: This is the thrilling conclusion of a two-part series chronicling **Dave Lawlor’s** quest for his CFI ticket.]

The Congressional Record

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

Vol. 27, No. 7

Gaithersburg, MD (KGAI)

July 2009

9 FEBRUARY 2009

Sunday evening I had a good practice ride. I don't think I've ever flown more precisely practically or procedurally. I felt good putting 29T away for the night anticipating an early start 12 hours later.

I arrived at the airport at 0620 to find it full of frost. After deicing the airplane I was airborne at 7am and touched down at KANP at 0716. The ride over was nice and I taxied to the hut and parked outside maintenance. On the first ride I parked in transient, but Ms. Frost asked me to park near the hut that morning.

We simply ignored the "No Parking" signage on the blacktop—I guess if you're the FAA... After double-checking the windshield for deice fluid remnants and adding a quart of oil 29T was ready.

Ms. Frost arrived 0750. We were scheduled for 0800. I started with the paperwork. Maintenance had mailed the endorsement pertaining to the nosewheel tire replacement which is required. In my prep Sunday evening I discovered that was missing and asked **Bill Hughes** to add it, which he was gracious to do on his day off.

Thanks Bill. However, she didn't re-inspect the logbooks. Everything else was in order. I had prepared a specific lesson covering the items she wanted to see including a Powerpoint presentation. I went in to instructor mode and outlined the day as I expected it to unfold. She played along and we spent another 45 minutes to an hour or so on more oral. In the midst of this she noticed an airplane in the run-up area and the guy hadn't defrosted the wings. She kicked into action, noting the tail number and occupants, and a few minutes later after they had departed and returned she went out to try to talk with the pilots. (Lesson learned: Always assume the FAA is watching. They hadn't done anything to defrost the wings. According to Ms. Frost, apparently there is an advisory circular that states if the frost is polished smooth it's okay to fly.) She asked if I'd had any trouble that morning. No trouble, but I did mention I needed to defrost the wings.

Hmmm ... "How did you do that and with what type of fluid?" she asked. "The fluid the mechanic provided," I answered. "And how did you recover the fluid?" "I didn't!" "Do you realize that that is a breach of the EPA regulations?" I didn't. I was thinking: Nice, I deice the airplane and get busted for not having a recovery system. Someone should tell UAL and 99% of the FBOs about this.

But no, she went on to relay that the FAA doesn't have jurisdiction. Whew! Stress and blood-pressure climbing and a dry mouth like I've never had before!!! (Now you know why I chose "Ms. Frost" for her alias.)

Just before we were ready to leave she mentioned that there was one big item that could have saved my first ride. Oh, man, what was that beyond what she'd already told me. She said she wasn't required to disclose anything further. My stress level was increasing. There wasn't much of an attempt on her part to relieve any stress or pressure at any point on either day. In fact I thought the contrary was in play. Then it dawned on me. I'm not the student, and her job is to guard the gate and be as tough as the PTS requires — interesting.

I hadn't expected this. My day started off stressed and got progressively more stressful. Fly the airplane and do what you know you can do, I told myself. Don't be distracted by the mind-games!

So back to our flight. WX was great (a blessing). I briefed the full-flight, training area, airport we'd use, performance charts etc and we were off.

After a short field takeoff and FAA-approved 45 degree pattern exit I climbed to 2000' and turned on course to my visual waypoint, which coincides with the end of 2500' shelf and beginning of the 3500' shelf of the Baltimore Class Bravo. Thereafter climbed to 3000' and 3500' upon crossing under the 4500' shelf, then direct ESN (dialed in ESN and ATIS for winds), talked through class D protocol and best practices when flying over it. I'd briefed on the ground where our practice area was going to be (east of the Choptank River) and why. As we were entering the area she had a series of questions (she did the same thing on my first flight — distraction techniques). She wanted detailed aerodynamic answers. The two she asked concerned V_a (on the first flight) and how it was derived and how it changed and why it changes and how I knew that and the effect of weight etc. She kept going deeper with each answer. The second ride concerned the differences between 2- and 3-bladed props. Be prepared to be fairly specific on the type of efficiency benefits and why. The distraction is aimed to have you second-guess your answers. So I took control of the situation and said we'd begin some air work starting with slow flight and then some MCA. I demonstrated using different configurations for

The Congressional Record

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Vol. 27, No. 7

Gaithersburg, MD (KGAI)

July 2009

slow flight and with 20° and full flaps for MCA. I shouldn't have called anything other than full flaps MCA but she only mentioned it in the debrief. I have a feeling she might have busted me if it was the first ride for calling non-full flaps MCA. I cleared well before and after every maneuver. We then did a stall and recovery, after which I re-cleared and said we'd head to KESN for landings unless she would like to see anymore air work. This is a good tactic throughout. Be politely assertive but give her the option—a good way to balance the relationship.

At Easton I chose to use runway 4. She wanted a soft field takeoff. So I said we'd do a normal landing to a full stop followed by a simulated soft-field taxing on the runway and soft-field takeoff. She was satisfied with that, and on climbout I asked if she'd like to see anymore landings or should be return to KANP. She was okay returning to KANP. One short-field landing to go ... or so I thought.

Our ADIZ code received from Potomac and loaded on the transponder, at 2,000' and over the bay inside the ADIZ ... I lose an engine. Great! Best Glide, Memory Items, Emergency Checklist out, communicate with Potomac (SIM Engine Out), reversed course to selected field and began restart procedures...no joy, 1000'.

SIM transponder code, mayday call, position report, shutdown sequence. Field was made into the wind, and my engine was restored: "Let's get out of here." Music to my ears. Winds favored runway 30 back at KANP. A straight in was the easiest (no one else in the pattern), but to be super cautious I flew south of the field entering a standard 45 and made a nice short-field landing (and even remembered to bring the flaps up and to voice "SIM Heavy Braking"). Came to a full stop as well.

Carb heat off; everything else could wait. Cleared the active, post landing checklist. Taxi this thing, Dave, without going too fast, on the center line, leaned, with wind correction. Don't blow it. When I parked and secured per the checklist she didn't get the key back to both on the magneto ground check from the off position timely and it took 20 seconds for the engine to cut after the mixture was leaned (Might want to look at that Bill/John?)

She then went in to debrief. She started with my flaps configuration for MCA, and then told me that the big item she was referring to was a checklist for maneuvers. I had actually asked her if she expected me to be using a maneuvers checklist ear-

lier in the day and she said no. It's acceptable to remember those, if we can. What she wants is for folks to use other standard checklists for cleanup and setup of maneuvers as interchangeable.

Okay! We got out of the airplane after a 20 minute briefing and she still hadn't told me I'd passed. She said on the first ride that she'd immediately tell me if I busted the ride, so I was assuming I'd passed. She finally gives me a temporary and I made the mistake of asking another question...oops. My question concerned the FARS on flight reviews and whether the FAA considered this a proficiency check as outlined in the part. She said I should know that. Of course I should! I'd seen a ton of debate on the topic. It wasn't clear. I said I was interested in a legal interpretation of the part because it wasn't clear to me and it was an area where I'd seen some debate. She then said she doesn't give legal interpretations and that I should document assumptions I make on FAR interpretations in case it was ever questioned and went before an administrative judge. She did mention that all the examiners she knew would consider it a proficiency check. Me too! No kidding! I'm a slow learner but quickly determined there'd be no more questions coming from Lawlor!

So we're about to leave but I'm dying to hear if she had noticed anything positive, areas of strengths, or things done well so I asked nicely. "Oh, yes, in fact your performance landings and takeoffs on the first ride in particular were picture perfect!" All except for the flap retraction. Well, that was nice to hear! Temporary CFI Airman Certificate in hand I hopped in 29T, got the code and freq and departed KANP. Lesson learned on the way home...I can't land from the left seat now! Gotta start all over...You gotta love this flying gig. Be safe out there and let me know how your ride goes, guys.

**** NEVER LET YOUR CFI EXPIRE. I NEVER WANT TO FLY WITH THE FAA AGAIN! ****

❖ **DAVE LAWLOR, CFI**

Funny stuff

ATC (to lost student pilot): What was your last known position?

Student pilot: When I was number one for takeoff!

❖ **ANDY SMITH**