

The Congressional Record

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

Vol. 28, No. 5

Gaithersburg, MD (KGAI)

May 2010

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President's message

It looks like **Steve Bushby** has garnered enough money to pay for installing a Garmin 430 w/WAAS in the 182. Well done, Steve, and thanks to all those who stepped up to the plate, putting their money where their mouths are. The 182 will have to go back to Capitol Aviation for a few days to have the last minute quirks tuned out so that the 430 can be installed.

With the month of May we see the restarting of the **Michael Regen** "Hangar BBQ" season. For those of you unfamiliar with this event, it starts around 6 PM, following the securing of any airplane you might have been flying. Of course, the first flying story is sure to be outdone within 30 seconds.

Rumor has it that there is a refrigerator in the hangar and that there is a stash of COLD beer contained therein. It must be replenished, so bring a six pack of your favorite brew. It is reliably reported that anything other than a premium beverage (such as Bud Light) will get you thrown off the airport.

It is also reliably reported that a charcoal grill is in use and that hot dogs, hamburgers, and chicken are being cooked for general consumption. You can bring other tasty morsels, should you desire.

All of our aircraft appear to be in pretty good shape. Thanks Dick! 35R will be out of service soon for its annual inspection — work hours abound for those of you who have been hiding out for the winter. Please see "Annuals" - page 4.

❖ **Bob Hawkins**

Fly-ins

The current roster for Latrobe (23 May) is:

Dick and Judy

Paulo

Rico

Joe

We can get it done so far in Cardinal and 9BA. So unless more step up, 35R and 44N may be free if you want to think about using them for something else.

Those of you who have gone before will line up for this. Those who have not had better try this out. Some of the best food around and all you can eat, omelettes to roast. Start with breakfast and finish with lunch. Great ride out there and we can climb to pattern altitude at Deep Creek on way back for some cheap fuel and practice our crosswind landings.

Let me know if you want to go..

❖ **JOE STUBBLEFIELD**

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 all members and designated CFIs, even if you just joined within the last month or two. Members in the Special Status category only need to fill out a form if their address or other contact information has changed.

Only the 2010 edition of the forms will be accepted. These are available in the "Files" section of the AircraftClubs.com web site in two versions. **CFCapp2010.doc** can be filled in on your PC before you print it out and sign it. **CFCapp2010.pdf** can be printed out and then filled in by hand before you sign it. There are also some copies available in the trailer that 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 mailbox in the trailer, or mail them to me at our CFC address:

Congressional Flying Club
7920-I Airpark Road
Gaithersburg, MD 20879

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You can also mail them to my house:

Dan Golas
24925 Dunnavant Dr.
Gaithersburg, MD 20882

A scanned copy in PDF format is also acceptable. Since you can't add attachments to AircraftClubs.com email addresses, you can send your scanned form to either my home or work email address from your own mail system to:

gndgolas@comcast.net or daniel.golas@nist.gov

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 about things people forget, as seen on previous applications:

1. Most people should check at least one box for Ratings, usually ASEL (Airplane Single Engine Land), unless you are a student pilot.
2. Your medical date should be the date of your examination, not the date it expires.
3. Don't forget to include the date of your flight review, even if it's expired, unless you are a student pilot.
4. Constant Speed Prop hours means time in an airplane with a variable pitch propeller, like the C-177 or C-182, not C-152 or C-172 time.
5. 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 mean anything.
6. The insurance company is only interested in the number of hours you have in the type of aircraft the club owns. You don't have to add extra notes with your hours for aircraft we don't have anymore, such as the Lance, PA-32, or the Cherokees, PA-28, or never will have, like twin, Gulfstream, or hot air balloon time.
7. 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 li-

cense number and state. 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.

8. Don't forget to sign the form, otherwise it will be returned to you.

Complete and submit the forms as soon as you can, preferably by the end of the month.

After a reasonable time, anyone who hasn't submitted their renewal will be locked out of the scheduling system.

❖ DAN GOLAS

Weight and balance

A new Weight & Balance spreadsheet has been posted in the Files section of *AircraftClubs.com*. Thanks to **Adam Donaldson**, this new version

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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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includes N5244N and contains a feature that allows one to fine tune their aircraft loading.

❖ **DICK STROCK**

Aircraft rates

Following are our aircraft hourly rates as of 1 May 2010.

Aircraft	Rate
N5244N	\$120
N20300	\$110
N25883	\$80
N5135R	\$94
N739BA	\$98

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

❖ **BOB HAWKINS**

Garmin tricks

Avweb recently posted a YouTube video from *IFR* magazine that contains some helpful G430W tips. The one I found the most useful is the procedure for flying approaches at each airport when on a round robin trip, as is typical for IFR training or proficiency. Let's say you're flying a round robin from GAI to DMW to FDK to GAI. Upon approaching DMW, if you hit the PROC (procedures) key then "select approach," a sub screen with approaches for the LAST airport in the flight plan — GAI — will appear, not DWM. To get DMW, simply hit ENTER on whatever GAI approach is highlighted. Then hit MENU, then MENU again. A sub screen will appear. Scroll down to "select next flight plan airport" and hit ENTER. This will give you a sub screen with the approaches for the next airport in the flight plan, in this case DMW.

Another "trick" discussed in video, which is somewhat obvious but which could be useful, particularly if you're departing in hard IMC, is to add your departure airport to the end of the flight plan.

Thus, if there's an emergency after takeoff, when you hit the PROC key you'll get the departure airfield's approaches. However, selecting your departure airfield as the final one in the flight plan will, of course, change all of the trip distances. Therefore, once you're clear of the departure airport, you would have to delete it from the flight plan.

Most of the video discusses use of the "Activate Leg" function. This can be used for navigating — for example, when you get a clearance to an intermediate fix on an approach (e.g., BEGKA on the RNAV14 to GAI) rather than the IAF or FAF — or making sure that when you end your holding pattern the GPS will take you on the approach. Personally, I found these to be less useful, but you can check them out for yourself at <http://www.youtube.com/watch?v=d1P0RliaylQ&feature=Playlist&p=A4AD72B094062688&index=0>.

❖ **BERNIE SEWARD**

Work hours

Amy McMaster (AJMcMaster@venerable.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

May is the twelfth month of the "work hours year," so by 31 May you should have 20 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 e-mails I get a day — some of which, including your work hour requests, get sent to my spam box,

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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.

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

❖ **DICK STROCK**

Your flying account

Dick Strock is now in charge of our flying account tracking. We have converted to QuickBooks, and every effort is being made to reconcile accounts in real time.

Dick is posting aircraft usage on a weekly basis and a doing a full close just after the first of the month. You will receive the monthly statement of your account at the beginning of the month for the previous month's activity. You will also get a weekly e-mail that shows your latest usage.

If you don't have an e-mail account, please let Dick know and he will print out your statement.

Crew chiefs

A/C	Chief	Ass't Chief
N5244N	Dan Hayes	Dan Boyle
N20300	Richard Strock	John Peake
N5135R	Vic McGonegal	Phil Carls
N739BA	Gashaw Mengistu	Vacant
N25883	Linda Knowles	Ruth Hornseth, Todd O'Brien, Dev Kavathekar

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**.

Annuals – a new approach

After an entire six-week break, it's time to get geared up for this year's round of annual inspections, as the annual on N739BA expires the end of June. Last year was a particularly grueling period. We actually had six annuals to perform (including N15624 and N5244N), and we also had an engine change.

Most of the annuals took about eight weeks to complete, in part because of the weather, and in part because the bulk of the work was being performed by an ever-dwindling crew. Burn-out set in pretty quickly after the new engine was installed in N739BA. This year shouldn't be quite as bad, as we have *only* five annuals to complete, and the Board has decided to let someone else install the new engine in N5135R.

This year we're going to attempt to be a little more organized when we perform the annuals. When 9BA comes in for its 50-hour, probably later this week, we plan to take a close look at it to see what work might be required in addition to the annual. Any needed parts can then be ordered ahead of time, and we can optimally schedule the additional work.

During the last week of June (or earlier if another 50-hour is due before then), we plan to bring the plane in and begin the annual. If we plan properly and we have enough help, we are hoping to complete the job in one week.

If we're going to be successful, we will need some additional help. If you can take a day off from work to help, please schedule it with Gashaw Mengistu. We can guarantee you will get an opportunity to put in a full eight hours, maybe more.

If this approach works, we'll do it for all our aircraft. If we're not successful, and the annuals look like a repeat of last year, the Club will probably begin sending our aircraft to another maintenance shop for annual inspections. Our Maintenance Coordinator, Bill Hughes, suggests we budget \$1,500 per annual, plus parts. This additional cost will be passed on to the member-

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ship through higher aircraft rates – about \$10 per hour.

So, it's up to the membership. The Club has about 50 members, give or take. We shouldn't rely on just a handful of members to keep our aircraft flying. In addition, this is an excellent opportunity to learn more about the aircraft's systems, something members of other flying clubs do not get.

❖ DICK STROCK

Funny stuff

[Editor's note: In lieu of the usual pithy and witty comments from the Editor or one of the usual suspects, we offer herewith, in its entirety, a fifth-grade essay on "Why I Want to be a Pilot."

Unfortunately, it is an anonymous submission, since I can't find the e-mail in which it arrived. If the ~~perpetrator~~ contributor would be so kind as to identify him/herself, he/she will be duly credited in the June issue.]

I want to be a Navy Pilot when I grow up because it's fun and easy to do. Pilots don't need much school; they just have to learn numbers so they can read instruments. I guess they should be able to read maps so they can find their way if they are lost. Pilots should be brave so they won't be scared if it's foggy and they can't see or if a wing or a motor falls off they should stay calm so they'll know what to do. Pilots need to have good eyes so they can see through clouds and they can't be afraid of lightning or thunder because they are closer to them than we are. The salary pilots make is another thing I like; they make more money than they can spend; this is because most people think airplane flying is dangerous except pilots don't because they know how easy it is. There isn't much I don't like, except girls like pilots and all the stewardesses want to marry them so they always have to chase them away so they won't bother them. I hope I don't get airsick because if I do I couldn't be a pilot and I would have to go to work for a living.

❖ ANDY SMITH