

The Congressional Record

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

Vol. 28, No. 6

Gaithersburg, MD (KGA1)

June 2010

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President's message

Some of our older members may remember Tom Decker – he was a member of the flying club years ago. Last week he got his CFI after working on it for two years. He managed to get the certification on his first try – The oral and practical was over two day period.

Our maintenance crew is working diligently on getting the autopilot in the 182 fixed. And, Bill Hughes is staying in touch with the gang at Hagerstown so that we can get a Garmin 430/W installed in the near future.

739BA will be in the hangar starting on the 26th of the month – an opportunity for you to learn more about the airplane you are flying and to get in some work hours. Remember, the work hour year has been extended through the end of June.

I want to thank all of the folks that have been helping me with transportation over the last few weeks as well as for the good wishes for a speedy recovery. It will be a long process. I am looking forward to helping out when I can.

❖ **BOB HAWKINS**

Fly-ins

Bad weather canceled some plans. We'll be emailing invitations to the next fun spot! But –

here's an item supplied by Dan Hayes: Wings and Wheels at Hagerstown Saturday June 19, 10 a.m. – 3 p.m.

3rd Annual Wings & Wheels 2010
At The Hagerstown Airport



Park your classic car among some classic airplanes!

Saturday, June 19, 10am-3pm
Date opens at 9:00 am. Rain Date June 20, 2010

FIRST 100 CARS REGISTERED RECEIVE COMMEMORATIVE DASH PLAQUE
Muscle Cars • Imports • Exotics • Antique Cars and Trucks
Antique Aircraft Displays • Aviation Museum Exhibits
Historic Aircraft Demonstration Flights • Entertainment
Prize Drawings during the Show
Food Available • Museum Gift Shop
Free Public Admission! Donations Appreciated
Free Admission and Free Parking for Non-competing Cars
\$10 Pre-registration Fee for Competing Cars, \$15 Day of Show
3:00pm—Trophies awarded
Event sponsored by: Hagerstown Aircraft Services
and the Hagerstown-Washington County Convention & Visitors Bureau
All proceeds benefit the Hagerstown Aviation Museum

Location: Hagerstown Aircraft Services at the airport behind Tony's Pizza on RT 11. Follow the signs for parking. For event and rain date info go to www.hagerstownaviationmuseum.org or call 301-733-8717 or 301-733-7604

Hagerstown Aviation Museum 2010 Wings & Wheels Car Show Pre-registration Form
Pre-registration \$10

Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone: _____ Email: _____
Credit Card # _____ Expir Date: _____
Make _____ Model _____ Year _____

Make check payable to Hagerstown Aviation Museum
and mail to Hagerstown Aviation Museum, 14235 Oak Springs Rd, Hagerstown MD 21742

Chaplain's corner

FLY LIKE THE ANGELS, EAGLES, ETC.!

There is a wonderful word in sacred scripture that invites us to consider the noble cosmic disposition that we have in God. God has created us. God has provided for our eternal fellowship with divine life. It is stated in sacred scripture that it is God's good pleasure to give to us the Kingdom. Initially, this seems unimaginable. How could we ever imagine that we are so precious to God as to be heirs of life and divinity and eternity?

Yet, it is so absolutely natural when we think of it. Each parent wants the best for the child, the offspring. Each rejoices in observing the physical, intellectual and spiritual growth of the child. Each stands ready to endow the child with every asset that equips the child well and promises the possibility that the child will live better than the parents and enjoy life. We eventually bequeath much of our estate to the offspring. We give, as it were, our kingdom as we journey on to a higher, more

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refined estate of spirituality. And so, in effect we show ourselves god-like wishing with pleasure to give all that we can give that our offspring be blessed. Congratulations to all who graduate at all levels at this commencement season!

Initially, humankind dragged things. Then we discovered that we could roll them. Then we discovered the wheel. First with animals, and then with levers and gears we learned to make the wheel go fast. With the engine we turned wheels faster, and faster, until eventually we discovered that we could defy gravity and, using a host of other tools, control flight on the air mass. As humankind arrived again and again at readiness to take the training wheels off at every stage of epochal growth and development, greater modes of movement and travel were offered by the Spirit of God within us that calls us to receive the Kingdom. Sure we struggled much and researched diligently, to uncover more of what God has in store for us.

We are receiving more and more! We mount up with wings as eagles now! We fly, almost like the angels! And there is no telling what else we shall receive as we pursue with curiosity, discipline, skill, competence and reverence our zeal to explore, receive and rejoice in the Kingdom of God. "But rather seek ye first the kingdom of God, and all these things shall be added unto you. Fear not little flock. It is your Father's good pleasure to give to you the Kingdom." (Luke 12:31-32)

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

Work hours extension

Stop the presses! The Board of Directors is extending the work hour accounting year to coincide with our fiscal year. This means that you get an extra month (this year only) to get in your required work credit hours. The work credit hour year will now end on June 30.

As an additional reminder, you MUST submit a completed CFC application form to Dan Golas by the middle of June at the absolute latest. Everyone has to do this every year. It is how the insurance company determines our rates. If you don't complete the form, your scheduling privileges will be suspended. More importantly, you will NOT be covered by the club insurance.

❖ **DICK STROCK**

Aircraft rates

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

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

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

❖ **BOB HAWKINS**

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

June is the first month of the "work- hours year," so by 30 June you should have 1.6 hours of credit. (But this year, it's the thirteenth month — see the story above — so take advantage of it. From now on the work- hours year will start in July.)

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	30 September	5.0
Qtr 2	31 December	10.0
Qtr 3	31 March	15.0
Qtr 4	30 June	20.0

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

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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, 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**.

❖ MIKE REGEN

Your flying account

Dick Strock is in charge of our flying account tracking. 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**.

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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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Newsletter

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New Feature

Editors note: We are starting a new feature, "It Happened to Me," and welcome articles concerning flying experiences in the club that others can

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learn from. Please let us know what you think by emailing cfc_record@yahoo.com. Thanks!

❖ **ANDY AND SANDY**

It Happened to Me: "396"

Just wanted to pass along a "here's why we bought the 396" story. (The "396" is the Garmin GPS with XM weather and other features-Ed.) I flew with Cathy and the kids in the 182 to visit some relatives in Wheeling, WV, located in the western panhandle of WV just west of Pittsburgh. The trip out was uneventful IFR, except for about 10 minutes of actual climbing through 1,500 OVC to the tops around 7,000.

But the ride back was altogether different. Based on the 1723Z TAFS (see below) and prog charts, I filed a VFR flight plan and picked up a standard weather briefing. Storms were forecasted for Wheeling after 2 p.m. and Morgantown / Cumberland after 4 p.m., so my thinking was to stay under the 4,000 AGL ceiling and keep the 396 and the Mark I eyeball trained in on any possible boomers, rather than go IFR and worry about imbedded stuff. Also due to the forecast, I decided that we would depart at 1 p.m. local and pickup a VFR flight following for added safety.

An updated briefing on the way to the airport would indicate that the cauldron had begun to bubble early. A newly formed wall of storms was tracking northeast at 20 kts from just SW of Cumberland all the way down to Roanoke. Because I would have on-board weather, my safe option now was to fly due east to Bedford, around the northern edge of this fledgling wall, and then make the turn south to GAI.

The plan worked swimmingly. I headed due east and continued to watch the orange and red blotches track NE towards Bedford, PA, my turning point. I beat the storms to Bedford by a safe margin and turned SE. I could see a few cells popping up in the eastern WV and western MD areas, but was a safe distance away. The family and I made it home in only a few minutes longer than it would have taken to fly direct.

I send you this story to reaffirm why we bought that box. I haven't done much flying this year, and subsequently haven't gotten to use the 396 all that much. But it paid for itself again today. Had I not had the 396, the last weather briefing would have most likely caused me to stay in WV and get stranded, or have gotten up and out first thing in the morning, missing out on some additional family time.

As we all know, I'm a wimp when it comes to weather, especially with Cathy and the kids along. But the 396 gave me just enough information and confidence in my outs and options that I made the trip safely.

Note: TAFs at the time of the briefing. These ended up being way optimistic, as Wheeling, Morgantown and Cumberland all had thunder storms well before the forecasted times.

KHLG 311723Z 3118/0118 22006KT P6SM
SCT040 BKN120
TEMPO 3118/3122 4SM -TSRA BKN040CB
FM312200 20007KT 4SM -TSRA BR BKN040CB
FM010200 19008KT 3SM -SHRA OVC025
FM011600 19008KT P6SM BKN040

KMGW 311723Z 3118/0118 20005KT P6SM
SCT040 BKN120
TEMPO 3120/3124 4SM -TSRA BKN040CB
FM010000 20007KT 4SM -TSRA BR BKN040CB
FM010600 19008KT 3SM -SHRA OVC025
FM011600 19008KT P6SM BKN040

❖ **ADAM DONALDSON**

It Happened to Me: "Flaps Up!"

After a nice morning of flying 9BA over the bay and landing at Bay Bridge to enjoy their "Wings and Wheels" fly-in and car show, Andy Reid and I headed home for Gaithersburg. As we came around the pattern to land on 32, I added full flaps and landed uneventfully.

After exiting the runway and going through the checklist (including retracting the flaps, so I thought) I looked to my left for traffic on the main taxiway and realized the flaps were still down and

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blocking my view. I rechecked the switch which was up. But the indicator still showed 30 degrees.

We checked the circuit breaker, which was fine. The radios and other electronic items still worked, so electrical power did not seem to be a problem. Unable to retract the flaps, I positioned the plane to look down the taxiway and seeing no traffic, I proceeded to taxi to the tie down space.

Bill Hughes and Dick Strock later determined that one of the micro- switches used to prevent the flap motor from overrunning had failed. There are several switches used to detect the position of the flaps that are a failsafe, so that the motor does not keep going in case the flap indicator, which normally stops the motor, fails.

Fortunately for Andy and me, we had just landed at Gaithersburg. We were on the ground. Had we encountered this problem at Bay Bridge it would have either been a slow flight home (just kidding) or a long drive for my wife to come pick us up.

It brings up the importance of considering a flap failure. Going around would have been a bit more challenging -- so brushing up on slow flight with full flaps might be worthwhile. The possibility of an asymmetrical flap extension, although rare, is a reason to consider extending flaps after turns in the pattern. It all ended well, but serves as a reminder that being prepared for equipment failures is an important aspect of flying.

❖ DOUG HOLLY

Funny stuff “Bomber Altimeter”

[This is probably a repeat, and if that is the case, I take full responsibility. Not that I'm going to actually do anything about it, but I'll take responsibility.]

A number of years ago, I was departing GAI with my 9-year-old son in the right seat, heading for LNS. I was talking to what was then Baltimore Approach, and Brian was listening on his headphones as the controller gave instructions and altimeter readings to a series of different aircraft.

After a while he said to me, “Dad, why are there so many people flying bombers out here?” Being the knowledgeable Dad that I was at the time, I had a ready answer: “Huh???”

Then it hit me: The controller was actually from Baltimore, and he was saying to each airplane, “Bawl’mer altimeter, altimeter XXXX.”

I somehow managed not to bust the Class B floor during the period of helpless laughter that followed this realization.

❖ ANDY SMITH