

# The Congressional Record

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

Vol. 28, No. 8

Gaithersburg, MD (KGAI)

August 2010

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## President's message

Oshkosh was on the wet side but still a success, with Mike and Karen getting married. All of our planes are flying with no serious mechanical problems. The 152 needs to be flown more, so if you are just looking for quick ride to Lancaster or to bore holes in the sky, try to use the "Little Red Dragon." The plane runs great, but the usage level is about half of what it should be. Remember to refuel at someplace other than GAI.

At the Board of Directors meeting this month it was decided that we should open up our "Cadet Training Program" to include cadets from other Maryland squadrons. **John Strong** will be going to nearby squadrons and reviewing the process for the cadets to take advantage of the program.

We have an invitation from **Greg Brown** to come visit him in Tennessee, so watch for some hype from Joe Stubblefield. This could be a really nice weekend.

Rumor has it that we may be getting a self service fuel system. Of course, we've been hearing that for a long time; however, there were actually some folks on the airport measuring and doing some site planning. You can never tell — it might actually happen in our lifetime.

❖ **BOB HAWKINS**

## Chaplain's corner

In the beautiful month of August, a most wonderful month of the year — the only month without a holiday — we go on vacation. Soon enough, church year and school year and all of the other routines

of busy autumn will be upon us. But for now, it's halcyon, bucolic, wonderful August! It's a nice time to go flying!

Take care, skill, proficiency, and all the other assistants of good, safe flying with you. Always believe that the art and feat of flying can be done constantly well and excellently. Faith can make a difference. It is the substance of things hoped for. Remember when trying to get that private pilot's ticket how you believed, envisioned, imagined, and as they say, "chair flew" yourself on to success? That's faith.

We receive from the writings of sacred scripture many precious words about the beauty of creation and the way faith helps us to live and enjoy all that is given to us as creation to support life. I like the following words from Psalm 24: "The earth is the Lord's ... who may go up the mountain of the Lord? ... The clean of hand and pure of heart." Faith and purity, positive affirmation and nothing slip-shod will take us to the heights. Have faith, have fun; God bless you!

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

## NFA report

CAP cadets from across the country and a dozen instructors — including **John Peake**, **Nicole Novack**, and **Dan Larson** of the Montgomery Senior Squadron — braved temperatures over 100° to complete the Mid-East Region National Flight Academy. The annual flight clinic was held 3–11 July at Ft. Pickett, near Blackstone, VA. Each instructor was assigned two cadet students, and the group flew at least two sorties each day—one in the morning and one in the evening. Cadets attended ground school in the hottest part of the afternoon. For the morning sortie, the instructors would generally take both students up; one in the pilot seat and one in the back to observe. In the evening, when it was still pretty warm, many instructors took the students up one at a time.

Each cadet received 10 hours of instruction and over half of them soloed during the week. They were an elite group of 24 cadets, having been selected from over 200 applicants.

The cadets and instructors were supported by a talented and dedicated staff, drawn mostly from the NATCAP Congressional Squadron and ably led by CAP Colonel **Gene Hartman**. Special rec-

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ognition should go to our outgoing Group Commander, **Eric Haertel**, who pitched in to help with maintenance on several broken airplanes in addition to his staff duties.

Students, staff and instructors all agreed that, despite the heat, the encampment was a rewarding and fulfilling experience.

❖ **DAN LARSON**

## Operational report

### N25883 IS UNDERUTILIZED

The Cessna 152 is the Club's least-used aircraft — by a long shot. For an aircraft to be of benefit to the Club, it should realistically fly 200 hours per year. In 2008, it flew 167 hours; in 2009, it flew just 109 hours. Through July of this year, it has flown only 31 hours.

At the beginning of 2010, because of the downturn in the economy and a decrease in flying activity, I had forecast the 152 to fly just 120 hours this year. I believed we could realistically meet this objective because of a larger number of student pilot members. Unfortunately, this was offset by a decrease in the number of available flight instructors, not to mention the horrible winter weather.

The aircraft rates are established, in part, on the number of hours the aircraft is expected to fly. Because there is little chance that the 152 will fly the projected 120 hours this year, we are basically operating this aircraft at a loss.

The Board of Directors is pursuing a strategy which may increase the flight time of the plane. Over the next several weeks, **John Strong** will be visiting each of the local-area CAP Composite Squadrons and presenting the Club's Cadet/Student Pilot program to the membership. It is hoped this program, previously offered to only the BCC Squadron, will increase interest among their memberships to pursue a private pilot certificate.

If the Cadet/Student Pilot program, combined with the flight activity by Club membership, fails to significantly increase the flight hours logged in the 152, the Club will have no choice but to sell the aircraft.

So, the next time you just want to go bore some holes in the sky, or want to go for that \$200 hamburger at LNS, THS, CBE, or CGE, consider taking a leisurely ride in the 152. At \$83 per hour, it is our most inexpensive aircraft to fly. There is

even a GPS available (Garmin GPSMAP 96C) in the trailer to help you navigate if you feel uncomfortable flying without one.

❖ **DICK STROCK**

## Fly-ins

### LATROBE BRUNCH, 29 AUGUST

We are building list of brunch eaters for Latrobe run. I need email from you if you want to be on the list. Launch about 9:00 for about a 1.2 hour flight.

Looking for something to do in September yet, but in October, we are planning weekend run to Knoxville to take advantage of Greg and Jodie's hospitality and the leaf-looking going down that way. Weekend of 8–11 October, possibly just 3 of those days, TBD.

❖ **JOE STUBBLEFIELD**

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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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## Aircraft rates

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

Aircraft	Rate
N5244N	\$130
N20300	\$114
N25883	\$83
N5135R	\$98
N739BA	\$101

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

❖ BOB HAWKINS

## Work hours

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

**Arjan Plomp** takes care of recording the hours that you work. You can e-mail your work hours to [arjan@plompvanbergen.com](mailto:arjan@plompvanbergen.com). When sending e-mails, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help Arjan organize the e-mails for future reference if there are any discrepancies.

## Fuel selector valves

### USE THE "OFF" POSITION

Our Cessna fleet has three different types of fuel selector valves. The 152 has a simple on/off switch. When the switch lever is horizontal, the fuel is on; when vertical, the fuel is shut off. When securing the aircraft, set it to the "off" position.

The Cardinal has a selector valve with three positions: Both, Left, and Right. A placard adjacent to the valve instructs the pilot to place the selector in the "Right" position when securing the aircraft.

This prevents the tanks from cross-feeding. Some pilots are apparently confusing "Left" and "Right," because I frequently find the selector in the "Left" position.

The Skylane and both Skyhawks have a four-position selector: Both, Left, Right, and Off. "Off" is there for a reason — so use it. Should a fuel leak develop downstream from the fuel selector valve, only the "Off" position will prevent a wing's worth of fuel being dumped on the ramp.

Several years ago the carburetor float in 35R developed a leak and sank to the bottom of the float bowl, causing the float valve to remain open. The pilot left the fuel selector in either the Left or Right position, and by the time the leak was discovered, one of the fuel tanks was bone-dry.

So, if the fuel selector valve has an "Off" position, use it! If the placard says to place the fuel selector in the "Right" position, do it, because there is a reason for it.

❖ DICK STROCK

## Work hours monitor

August is the second month of the "work hours year," so by 31 August 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	30 September	5.0
Qtr 2	31 December	10.0
Qtr 3	31 March	15.0
Qtr 4	30 June	20.0

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

❖ DICK STROCK

## Why I don't "scud run"

It was December 1966, and we were flying out of Ballykelly RAF Base, located in Northern Ireland. Our plane was a Lockheed P2 Neptune. For you younger guys, that is a two prop/two jet patrol bomber. Our assignment was to get on station in the Atlantic northwest of Ireland for forward convoy protection of a UK battle group. The weather was typical low ceilings and marginal visibility in the departure area and operating area.

We departed and tried to maintain VFR until clearing the coast. This did not happen! Because of rising terrain we penetrated the overcast. Shortly after entering the clouds the plane gave a shudder and things got quiet. Just prior to the shudder the intercom was heard to say "level the damn wings and climb" and the flight engineer's feet flew into the air and he said "Jesus."

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We looked the plane over through the available windows and there was visible damage to the left wing tip tank. We flew around a while and returned to the RAF base. After we landed and parked, the RAF sent investigators to the plane. There were dents in the left wing leading edge, the left tip tank was rippled, the drain tubes and cowling on the bottom of the left jet were smashed, the left stabilizer leading edge was damaged, there was much dirt in the inspection plates in the tank, and small pine trees were wedged between the tank and the wing. The comment from the British was that the last nine planes and crews around here that did that were all dead. Another first for the US Navy!

We were lucky guys, and by the grace of God we got to live and fly again. The Navy put a short write-up about our misadventure in a 1967 Approach magazine, and the British never knew where we hit. I brought home some of the dirt and pine needles, and we named our replacement plane "Pine Tree Patrol."

❖ JOHN PEAKE

## *What's wrong with this picture?*

Over the recent Memorial Day weekend, my wife and I relaxing on the deck of our son's home in Knott's Island, North Carolina, Knott's Island is just south of Virginia Beach, barely into North Carolina at the north end of Currituck Sound.

With a beer in one hand, binoculars in the other, and camera on the table beside me, I was watching the resident Ospreys dive for lunch for their young, and the parade of small GA aircraft flying north and south over the Outer Banks, just a mile or two across Knott's Island Bay.

I noticed a southbound aircraft turn to the west, and head straight toward us. "That's odd," I thought. The plane was pretty low, well under 1,000'. There are two wildlife refuges directly across the bay from us on the Outer Banks. And as good pilots, we all know we're supposed to maintain a minimum of 2,000' AGL over wildlife refuges.

The plane continued straight toward us, passed over the house at about 500' AGL, circled around to the north, and came toward us again, this time considerably lower. It broke to the south, clearing the tall trees on the point by 100' or so. On the third pass, I decided to take a few photos. As can

be seen in the photo accompanying this article, the plane was so low that one can see the passenger's face looking through the window from the right rear seat. "Another smart-ass pilot," I thought. "You don't plan to live long, do you?"



A few minutes later my son comes in the door and tells me he received a text message from our grandson, announcing that he is a passenger in the plane that just flew over his house. To say I was a little upset is an understatement. If this pilot has a death wish, I would prefer he do it solo, and not take any of my family with him.

I called my grandson and left him a voice mail, stating that if the pilot of the plane did not call me for a little discussion, I was filing a report with the FAA. I informed him I had the aircraft registration number, the time of the flight, the entity to which the aircraft was registered, and a beautiful photo of the plane, complete with registration number and his face peering out the right rear window at me.

It took a couple of days for the pilot to call me. It turns out he is a college student; a fraternity brother of my grandson. Total time — about 150 hours — and he is buzzing a house at 200'–300' AGL in a high-performance, complex aircraft? Oh, and he hopes to have a career in aviation.

We had a little discussion about the regulations, like the minimum altitude over populated and unpopulated areas, wildlife refuges, etc. We also talked about "stupid pilot tricks," many of which end up in NTSB reports.

In the end, I didn't file a report, but I believe the pilot in question will definitely think twice before pulling a stunt like this in the future, especially if he wants a career in aviation.

DICK STROCK

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## *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*

<b>A/C</b>	<b>Chief</b>	<b>Ass't Chief</b>
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**.

## *Funny stuff*

My aviation weather glossary:

**IMC** — Weather conditions when I want to do some aerial sightseeing.

**VMC** — Weather conditions when either of the following is true: (a) I want to get some real IMC time, (b) I can't fly because I have to work or something ridiculous like that.

❖ **ANDY SMITH**