

The Congressional Record

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

Vol. 28, No. 10

Gaithersburg, MD (KGAI)

October 2010

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President's Message

The 50th anniversary of the airport celebration went well. CFC had a booth set up in front of our hangar with 35R and the Little Red Dragon. I managed to spend a couple of hours answering questions and giving away candy. **Brian Absher** again ran the paper airplane contest. The youngsters and, I suspect, some older youngsters, had a great time. Several of our members spent quite a bit of time answering visitors' questions and promoting the club. Thanks to all who participated.

44N is in process. (See "It Happened to Me" below). The engine has been removed and shipped to Firewall Forward for overhaul. As we get information on how things are progressing we will provide updates via email. There are still a lot of unanswered questions about why the piston failed, and we hope the overhaul shop will be able to tell us what happened. The prop and prop governor have been sent to Sensenich in Lancaster, PA, for inspection and possible overhaul. There is a good possibility that there are metal fragments in the inner workings.

35R is in the hangar in the last phases of the annual inspection. Work hours are available!

Elections are scheduled for the first Tuesday in December (7 December). Consider running for the Board or for the President's job.

❖ **BOB HAWKINS**

Chaplain's Corner

"MAY ALL THAT WE DO PROSPER!"

"Happy those who do not follow the counsel of the wicked, nor go the way of sinners, nor sit in

company with scoffers. Rather, the law of the Lord is their joy; God's law they study day and night...whatever they do prospers." Psalm 1:1-3. I remember being in a service club one year when the president asked me to do membership recruitment during his year of service. I agreed. When I told him that I take the word of sacred scripture seriously and pray that the Lord ever prosper the work that I do, he said that he wished that I could do membership development without praying because as an atheist he did not believe in God. We agreed to leave each other to our respective concepts of religion. I pledged to bring in 15 new club members during his year of service. The year ended with 15 new members, an attrition of 6 members old and new, for a net growth of nine members. Typically, there is a net lost of membership or stagnation of growth. The goal that I had accepted, prayed for, worked for, and asked others to pursue had prospered.

I have heard of stories of success that were ultimately the outcome of the faith and prayerful intention, and the love of God. It sometimes is not easy to conclusively demonstrate that a person or corporation's success is related to the prayer and faith of believers. The truth of the matter is, however, quite as Alfred, Lord Tennyson, wrote many years ago: "More things are done by prayer than this world can begin to imagine."

A thousand experiences have convinced me beyond room of doubt that prayer multiplies the strength of the individual and brings within the scope of his capabilities almost any conceivable objective.

Dwight D. Eisenhower

Prayer ... Properly understood and applied, it is the most potent instrument of action.

Mohandas Gandhi

Prayer does not change God, but changes those who pray.

Søren Kierkegaard

Our prayer today might be a matter of thanksgiving to God and to all the good efforts of so very many persons that has kept Montgomery Airpark functional for 50 years. That is no accident or happenstance. It is the result of faith focus by a host of persons and groups of persons. Let us keep up the good wishes, prayers, and work efforts that will make Montgomery Airpark a wonderful place of general and business aviation for another 50 years! Amen.

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

B.C.C.

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Fly those planes!

With the demise of the engine in 44N and the annual inspection on 35R, the Club will be operating with just three aircraft for the next few weeks. While there isn't much we can do to expedite the return of 44N to service, you can help get 35R back on-line by coming out to assist with the annual. If a wrench or screwdriver doesn't seem to fit in your hand, you can at least help with cleaning and polishing the exterior of the aircraft.

The untimely failure of the engine in 44N will be putting some strains on the Club's cash flow. We have adequate reserves to cover engine replacement (~ \$30,000), aircraft insurance (~ \$13,000), and our recurring monthly expenses of approximately \$1,100 (tie-downs, hangar rent, utilities). But we don't need any more surprises - let's hope the annual on 35R doesn't spring any on us.

Many of you do a commendable job keeping your flying account fully funded, but some have left their account drop below minimums (\$100); still others have left their account fall into arrears. At this time the Club can ill-afford to finance members' flying activities, so I will be sending reminders to all those whose accounts have fallen below minimums, and will be suspending aircraft scheduling privileges for those whose accounts are in arrears.

Another thing you can do to help is to go fly our aircraft. The more they are flown the quicker we can rebuild our reserves. There should be some fabulous fall flying weather coming up, and I encourage all of you to take advantage of it.

Finally, we can always use new members. If you know of someone who would be interested in joining the Club, please bring them to a meeting. Or better yet, take them for a ride on one of these beautiful autumn days.

Thanks for your support!

❖ **DICK STROCK**

It Happened to Me

PISTON SEPARATION AT 3,000 FEET

The Saturday afternoon 18 September flight was to be a nice, smooth spousal familiarization cruise, wherein my wife would be introduced to 5244N on a beautiful day trip to Lancaster for lunch and back. Karen likes 182's — we have been part-owners in two of them over the years,

and she was glad to be back in the comfort of the Skylane after a few years of ducking down into the Club's Cherokee 235.

Just a few days earlier I had taken some time off to get my Instrument Proficiency Check and learn how to do flight plans and approaches with the Garmin 430, putting several hours on 44N over a couple of days with Meredith ("FromThe-RightSeat.com") Tcherniavsky. This would be a fortuitous re-focusing of instrument as well as hands-on flying skills.

The plane ran smoothly, and I was feeling very comfortable in a 182 again and ready for a nice Saturday lunch at LNS, with or without cloud cover, as my wife and I flew in on an IFR flight plan and a GPS approach.

Following a leisurely meal, I filed an IFR flight plan for GAI. We left at 1540 and once on with Poto-

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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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mac, I asked for and received the GPS 14 approach to GAI. We headed for RUANE initial approach fix, an intersection about 2 nm north of FDK. This southwesterly course took us just a bit north of Carroll County's DMW. By then, we had been lowered from our initial 4,000 feet to 3,000 — about 2,500 AGL in this part of Maryland.

I was running through the upcoming approach, noting altitudes and headings, scanning outside and back at the gauges and approach plate, when suddenly a horrendous clattering sound broke the routine. The entire engine compartment started shaking rather violently. I pulled the throttle and looked over the shaking cowling. It seemed to settle down with the power reduced. So I eased some power back in, just a bit, hoping the upset was a passing gremlin. It wasn't passing, and it was still shaking! I didn't see any oil or fire — at least that was a good sign. I hit the talk switch, mentioned the word "Mayday," and went to best glide, keeping the power at idle. As near as I can recall, Potomac began telling me of airports in the area, mentioning that Frederick was straight ahead and probably noting that DMW was not far behind me, with Clearview a few miles south.

I seem to recall vaguely seeing on the 430 that the distance to the RUANE fix/intersection was 7 or 8 miles away. I was probably about 8 miles from DMW and maybe 12 from FDK when the noise first hit. I could see Frederick's 5,000-foot Runway 23 up ahead in the near distance and my gut estimate was that I could make it. Potomac asked what kind of "assistance" I might need at Frederick, meaning, I suppose, in the first-responder category. I told him no, there was no fire, I have the runway, I'll be okay. The controller canceled the IFR flight plan. According to E-lightAware.com (the track is still there) IFR was canceled about half way between FDK and DMW according to their chart.

My wife remained very calm and confident of a positive outcome, as I told her we would simply land at Frederick, straight ahead. I switched tanks, pulled out the carb heat, and experimented with the mixture, but these were perfunctory exercises behind the assumption of a blown engine. I'm afraid I have to share with club members that I was not concerned about preserving the engine. I do not remember anything else except focusing intently on making the runway. I may have occasionally brought in a little power to check the des-

cent. I notified traffic in the pattern about the emergency and asked them to clear way, which they did. The number 23 grew in size, a welcome development. I was a bit high a half-mile out but slipped the 182 down and squeaked it on the runway at idle power, exiting at the halfway point. Pilot and wife relieved at the outcome! When we stepped out of the plane, I retrieved the fire extinguisher as a precautionary measure; I could smell something like oil on the engine block (there was). We saw some oil dripping on the tarmac and tire. But otherwise, the airframe was still in one piece. We walked into Landmark Aviation to tell the tale and, after speaking with **Bill Hughes** and leaving messages for **Dick Strock**, **Dan Hayes**, and **Bob Hawkins**, we headed for GAI in a taxicab at about 2 feet AGL.

Everyone in the club has been very understanding and supportive. Still, there are things I realize now I should have done that did not get done. For example, I did not pull out an emergency checklist for engine problems; did not pull the mixture and shut off the engine; did not dial in 7700 on the transponder (though I did declare an emergency); did not spend a couple of minutes making sure I was not already over a perfectly good airport after my initial decision to head for the nice, long runway at FDK; I did not thoroughly understand the somewhat un-intuitive "nearest airport" feature of the Garmin 430 and didn't use it; and I came in a bit high at the approach end of 23. Finally, I did not request any emergency response when offered; had the engine caught fire at some point, this would have proved embarrassing upon landing.

On the other hand, we walked away from it. Something took over that I can't quite explain — a kind of exclusionary focus as a result of which I do not remember much of anything except concentrating on airspeed, altitude, direction and glide angle.

To all who have never had this happen: I highly recommend making sure emergency training exercises have realistic scenarios, including variations on the bad-engine theme. **Bob Gawler** once gave me a "the throttle came out all the way in your hand" scenario, and it was hard to take too seriously. No more. Keep up on nearest airports. Have an emergency checklist right at hand and use it.

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PostScript: As you may have read in e-mails from **Bob Hawkins** and **Dick Strock**, apparently the wrist pin which attaches the piston to the rod failed in the #5 cylinder. Evidently the piston shattered and metal shards dropped into the crankshaft case at will, no doubt made all the worse by my continuing to nudge whatever power I could from the remaining five cylinders. **Bob Hawkins** is ordering up a kind of post-mortem on the engine as he oversees its replacement. I hope it tells a tale. The aircraft has a very low total airframe and engine time for a 1980 model; that's good and bad. As **Bob Gawler** likes to say, the two things that wear down an airplane are flying it and not flying it.

In some 1,500 hours of flying over 40 years, including many hundreds of hours behind the 182's venerable Continental O-470 U, I have never had so much as a hiccup in flight except for letting a tip tank run dry in the old Cherokee once at 6,000 feet, and aborting a takeoff in said 235 when both sparkplugs in the #1 cylinder failed at a New York airport. I can see that some of my faith in the reliability of internal combustion engines may have been misplaced. In future flights, I believe I may spend most of the time calculating just where to land in case of engine failure! Oh—and thanks to Dick for not billing me for the flight!

❖ **SANDY GILMOUR**

Tower at FDK?

Alex Gertsen found this link to a story in the *Frederick News-Post* about final approval for a project to build a control tower at FDK:

<http://www.fredericknewspost.com/sections/news/display.htm?storyid=110476>

Fly-ins

Nothing set in stone for November yet, thinking maybe Altoona, but still open at moment to suggestions. First Saturday in December should be the Holly Run. This year we will be staging at Bay Bridge airport to pick up holly and then off to Tangier Island. Helen Woods is helping to promote this event. We went to Gettysburg and HGR in Sept and by time you see this hopefully will have made a run to Knoxville and possibly the Sorghum festival in Blairsville, GA.

Let me know suggestions for November and if you want to participate in Nov and Dec events.

❖ **JOE STUBBLEFIELD**

Aircraft rates

Following are our aircraft hourly rates as of 1 October 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) 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. 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.

Work hours monitor

October is the fourth month of the “work hours year,” so by 31 October you should have 6.7 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	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**

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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

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**.

Funny stuff

[Thanks to **Piotr Kulczakowicz**, who pointed this one out, and to AvWeb Flash for publishing it originally.]

Approach: You need to say your altitude is 2999 feet.

Cessna: But my altitude is 3000.

[Radio silence]

Approach: If you say your altitude is 2999, you won't be in Class B airspace without a clearance. If you say your altitude is 3000, you're in Class B without clearance.

Cessna: Ah. My altitude is 2999!

❖ **ANDY SMITH**