

# The Congressional Record

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

Vol. 29, No. 1

Gaithersburg, MD (KGAI)

January 2011

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## President's message

By the time you read this, the 182 will be back on-line. Please see the C-182 operating guidelines piece below for details of how to operate the engine during its break-in period.

The Board of Directors has decided to sell the 152. It is being used about 100 hours per year. With the cost of insurance, tiedown, and maintenance, the plane is not paying its way. If you are interested in a nice 152 that has had a lot of TLC in the last few years, see **Bob Gawler**. We'll make a very attractive deal for a club member.

The off-field annual worked out well. We may (probably will) use this process again. It got the plane back in service quickly, and the cost was offset by the additional revenue generated by the aircraft.

A review of our costs vs. rates shows that the rates will need to be raised again. We will not do this for a couple of months because the increased rates may discourage some members from flying — during the lowest usage time of the year.

Thanks for all your kind thoughts and prayers. Sometime in February I am supposed to participate in a drug test at Georgetown University. I hope it will improve the quality of my life. With luck, I might even be able to fly again. I will keep you posted.

❖ **BOB HAWKINS**

## C-182 operating guidelines

The first 50 hours of operation (OK, perhaps a few hours less) need to be done in accordance with

the recommendations of Continental/Lycoming. Essentially the recommendations are identical. First, use ONLY mineral oil. Next, whenever possible keep the power at or above 70%. Obviously, you should not taxi at this setting, but during climb and cruise keep the power up. Again, some thought and reasonableness need to be applied. Keep an eye on the oil and cylinder head temperatures. If you see these values get close to the red line (in either case), back off on the power. Once at cruise altitude and with the power set to 70% or higher, reduce the power every 15 to 20 minutes to about 60% for five minutes or so. You can open the cowl flaps to help keep the temperatures down. Then reset it to 70–75%. Following this procedure will seat the rings and generally "break in" the engine properly. Remember, these engines are basic technology. They are not the sophisticated engines found in today's cars, so the old break-in techniques (circa 1920 to 1959) apply.

Don't forget, you need a check ride in the aircraft before you go buzzing around — these are FAA, club, and insurance company requirements. We have a lot of money invested in this engine and airplane, so, please follow the guidelines.

❖ **BOB HAWKINS**

## Chaplain's corner

### FLY WITH THE ANGELS

Happy New Year! May the year bring you wonders of joy in the art, skill, and craft of flying! How much time, energy, imagination, money, and other resources we put into flying! And to what end? The parents of Jonathan Livingston Seagull counsel Jon that "you can't eat a glide, you know" as they prefer him earthbound with the flock in search for food. Jonathan has difficulty with that counsel as he reports, "I just want to know what I can do in the air and what I can't, that's all. I just want to know." Sounds like he has been reading the "Chicken Wings" comic strip by M & S Strasser. Remember the issue? "As a kid I never wanted to grow up. I was scared of needing to act like an adult and having to work for living. THEN I decided to become a pilot!" "Problem Solved!" "Exactly!"

No doubt flying reminds us all of an urge and mystery that lives close to our heart. Perhaps that mystery is there because it is in essence what we

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all were in the ethereal eternity from whence we came. There we did not grope about in darkness and heavy weight. There we knew only light and instantaneity of existence. We were where we wanted to be at any instance of desire and thought. We were transparent, weightless, pure and holy. We carried no body and no plane. I have traveled such as this only once in time. It is indescribable!

I just want to know what I can do in the air. I just want to know what I can do in the spirit! I want to be free and limitless again. Until that time, every good reminder is refreshing, exhilarating, and a promise of the timeless time when again we shall fly with the angels. And we shall, you know. "Why is it," Jonathan puzzled, "that the hardest thing in the world is to convince a bird that he is free, and that he can prove it for himself if he'd just spend a little time practicing?"

Keep the faith in studying, practicing, flying, and one day private pilot rights will be bestowed. And a day after untold days of piloting, eternal flight clearance will be regained. No words can adequately explain the promise for we dwell in gross imperfection here. The prophet Isaiah tried to make it clear when he affirmed, "They that wait upon the Lord, shall renew their strength. They shall mount up with wings as eagles. They shall run and not grow weary. They shall walk and not faint." Let us keep on trusting, hoping, practicing and praying to fly like the eagles. We will. And eventually we will again fly with the angels within our true essence as beings of eternity! May each flight this year be safe, good, and joyful, but also remind us of the pure freedom, weightlessness, and timelessness from when we came!

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

## *Fly-ins*

Here's the lineup for Sky Bryce on 16 January:

N5244N: Piotr, Ania and Greg Castello

N7399BA: Paulo, Anna and Bill Hughes

N5135R: Joe and Kimberly; room for another?

20300 available, possibly for other duties if no one steps up.

Anyone else? Let me know.

❖ **JOE STUBBLEFIELD**

## *Aircraft rates*

Following are our aircraft hourly rates as of 1 January 2011.

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

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

❖ **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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## *More help with accounting*

**Bryan Absher** is now assisting me with the Club's bookkeeping chores, beginning with the processing of flight logs. Please help Bryan and me by making sure your entries on the flight logs are complete and legible.

While I have learned to recognize some individuals' scribbling (otherwise known as "handwriting"), please give Bryan a break and make sure the tickets are legible.

Also, some pilots still occasionally fail to enter the total cost of fuel purchases, including any taxes and/or fuel flow charges that may not be quoted in the FBO's price per gallon." Because of this inconsistency in pricing, this "price per gallon" number is pretty much useless. The critical items include:

- Quantity of fuel purchased
- Total cost
- Where purchased (3-character airport identifier)
- Whom to credit

If any of these items is missing or illegible, you are pretty much assured of receiving a zero-dollar credit memo for your fuel purchase. This just increases our workload and, to be quite blunt, pisses us off!

So cut us some slack and make sure the flight logs are complete before leaving the airport.

Thanks.

❖ **DICK STROCK**

## *Pilot report: Redbird sim*

I took the opportunity recently to fly the new Redbird Motion Simulator at JYO. The simulator is a enclosed-0cab cockpit powered by electric motors that allow it to move. Inside there are computer screens forward and to the side. The panel consists of computer screens on which hardware overlays are placed. Currently you can chose between a G1000 C182 with a variable-speed prop or a Classic Instruments C172 with a G530/G430. Both have KAP140 autopilots. I flew the C172 to practice approaches into GAI, engine failures on takeoff from Rwy 14 at GAI, and stall/spins. Like most simulators, the Redbird is fairly sensitive on the controls. The visuals are

good but generic as to most features such as trees and houses (e.g., it does NOT duplicate the tree line at GAI).

For the approaches, visibility at 1 mile was very poor for seeing Rwy 14; at 1 1/2 miles it was minimally acceptable. The simulator G530 works the OBS with the Glideslope (no HSI), while the G430 works a basic OBS. Therefore, it's hard to simulate our G430Ws. Also, the operating logic seemed similar, but not identical. Finally, although I didn't try it, the KAP140 autopilot is supposedly a two-axis autopilot vice the single axis APs we have.

For the takeoff engine failures, I did a failure on the runway at 55kt, at 100 ft AGL, at 500 ft AGL, and at 1000 ft AGL. I found I could get it stopped on the runway for the first two, but just barely for the 100 ft failure. For the 500 ft AGL I simply landed ahead. Since the scenery does not match GAI I just put it into a field. For the 1000 ft AGL I tried a turn back to the airport. The first time I was not very aggressive on the turn (10-15 degrees) and only got turned about 120 degrees before I ran out of altitude. On the second try I did a 30 degree turn which got me aimed back at the runway but I still landed short. For the spins I first did a departure stall by holding the attitude at about 25 degrees without rudder input until the aircraft stalled. Lots of warning. As advertised, the classic stall inputs recovered the aircraft, as did simply letting go of the controls. I next did an overshoot turning to final with crossed controls (left rudder, right aileron) on RWY 14 at around 500 ft. The stall and spin came on VERY quickly and were NOT recoverable.

Bottom Line: It's semi-realistic, good for demonstrating what low visibility and ceilings look like, as well as spins. It's less useful for practicing procedures, especially for the C182.

❖ **BERNARD SEWARD**

## *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 or-

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ganize the e-mails for future reference if there are any discrepancies.

## *Many years ago....*

Back in 'those' days, we CAP cadets believed that cadets and senior members were treated equally on our SAR teams. SMs had command and control, and piloted the aircraft, but we cadets pulled our weight and served interchangeably in almost all other positions, especially on the ground teams. This mindset is reflected in the following incident.

Chris was one of our favorite CAP pilots. He was an aircraft mechanic, well known and liked in the local flying community. He owned a yellow, fabric-covered open-cockpit PT19. To fly with him was at the top of each cadet's wish list. He had no problem getting us to help sand the propeller, clean oil seeps, etc. The usual reward was a 15 minute flight around the pattern.

One Friday night I received a phone call asking if I could report to our airport just before dawn for a real search mission. Another pilot had flown Chris out to ferry an airplane back to our airport. The pilot returned just before dark and waited, but Chris had not appeared. Telephone calls to the few airports along the route had not located him. Many airstrips were unattended and had no phones, or were abandoned at night. Only large commercial airports had runway lighting and many GA aircraft had no landing lights. The object of this mission was to search along Chris's intended route and to check the possible airstrips.

At the airport the next morning I found out that Chris had been killed while trying to land at a small airstrip on a wooded hilltop. The hilltop location gave it some light after the ones in the valley were in total darkness. A woman living there heard the crash and went to investigate. She did not recognize the aircraft, nor could she recognize her friend Chris. She was unable to remove him from the aircraft and called the volunteer fire department. They removed Chris and identified him by his driver's license.

I was in the first airplane to fly to the hilltop airstrip. On short final I saw a freshly broken and split tall evergreen tree on the left side of the approach. To the left of the threshold the dirt and grass were torn up. The aircraft had just been dragged off by a farm tractor (not much NTSB

back then), and we walked over to examine it. The right wing was torn off at the root. To reconstruct the incident: Chris's approach was so far left that his right wing hit the tree; He yawed right and rolled nearly completely inverted to impact on the broken wing root near the threshold, tearing up the ground, and came to a stop inverted. There was no shoulder harness, and his head hit the instrument panel. The panel was badly damaged, but it and what little remained of the overhead were splattered with surprisingly little blood. We walked to the impact site. The short groove in the dirt ended in a large puddle of congealed blood. Chris had hung by his seatbelt and bled out. By now, additional CAP cadets and SMs had arrived and they joined us. One of the cadets found a couple of shovels. We cadets dug a small ditch and silently buried what we had left of Chris.

No one, parents or officials, questioned the inclusion of cadets at the crash site. All of us thought that it was an appropriate experience, because as active SAR volunteers, we expected to be in similar situations in the future.

I did not appreciate it at the time, but several obvious serious errors had been made and lessons should be learned. Accidents frequently result from a string of bad decisions. In this case:

- Too much last-minute discussion before the return flight caused the departure to be delayed (lack of advance planning or failure to adhere the plan)
- This resulted in 'get-there-itis' overcoming good judgment; departing into the rapidly approaching night with no landing lights and heading for an unlit airport ('it can't happen to me')
- Not taking a possible safer alternative by landing at a lighted commercial airport a few miles away (fixation on one course of action)

At the time, I had never heard of these common errors, but they seem to apply now as well as they did all those years ago.

❖ MYRON WAXDAL

## *Work hours monitor*

January is the seventh month of the "work hours year," so by 31 January you should have 11.7 hours of credit.

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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**

## *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*

From the Airman's Lexicon:

*IMC* (*n.*, acronym for *Instrument Meteorological Conditions*): Weather conditions that exist only when you need VFR conditions for your mission.

*Exception*: IMC can exist when you want some real-world time in the clouds, but only on days when you can't fly.

❖ **ANDY SMITH**