

The Congressional Record

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

Vol. 29, No. 7

Gaithersburg, MD (KGAI)

July 2011

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President's message

[Editor's note: No message from "The Hawk" this month; we are sure he is saving his energy so as to continue the outstanding leadership he has long provided the Club. Everyone wishes him the best!]

❖ BOB HAWKINS

Chaplain's corner

RICHES, HONOR, LIFE!

What would you think of some riches? Riches? Yes, stuff like faith, hope, health; stuff life knowledge, understanding, wisdom; and basic needs, excellent skill sets, friends, and love. It's good stuff, most would agree. But to have such, and ... honor! Now, that's the icing on the cake. If you can not only respect your creator, but also respect yourself and your family and neighbors and associates to such a degree that most hold you in high regard, and welcome you with deep respect, genuine appreciation and true love, Wow! That would be much!

Occasionally, we hear the expression of satisfaction with one's situation in the words, "Life doesn't get any better than that!" I ponder this expression every time I hear it. Life really is wonderful and can be so perfectly pleasant! But it can be not just rich, and full of honor; it can be, and ought to be everlasting! When we live in such a manner that we are supportive of the living process of ourselves and others and of living itself, being and doing only good, and no harm, it is like "smooth sailing!"

The opposite of riches, honor and life is something akin to poverty, dishonor, and death. Not

very attractive at all! The contrast is stark and real and distasteful. We can ever think of the opposite and the option, and decide the course we would select: riches, honor and life; or poverty, dishonor and death. We have chosen well! And there is something of an assurance in sacred scripture that our choice is critical. "The reward of humility and reverence of God is riches, honor and life." (Proverbs 22:4) This is true for a country, a community, a family, or a Flying Club and Civil Air Patrol Squadron.

God, grant us blessings in abundance as we journey on in faith and reverence for life! Amen.

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

N25883 to Brazil: No squawks

This article is about an unforgettable trip from Montgomery County Airpark to Rio de Janeiro, Brazil, in a Cessna 152, that took place in the beginning of May 2011.



First, let me introduce myself: my name is Paulo Ferreira. I am a Brazilian Navy Officer, and I had the privilege to come to the USA to work in an international organization linked to the Organization of American States (OAS). My assignment was for a period of two years, which I am about to complete and return to Brazil.

At the very beginning I want to say that one of the most important, exciting, and enjoyable things I did during my stay here was to join the Congressional Flying Club (CFC), and I will miss my Club a lot, believe me.

Before coming to the US I had been thinking about buying a small airplane to take to Brazil. At

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that moment, I spoke to a friend, José, who ultimately was the one who came from Brazil to take the 152 back with me. I met him some years ago when he introduced me to aerobatics. Among other things he is an aerobatic instructor in Rio de Janeiro and an owner of a CAP 10.

I joined the CFC one year ago. After choosing Rockville as a place to live I started looking for an airport where I could join a flying club. At first I didn't have any luck finding it mainly because I wasn't familiar with the area and I wasn't managing Google well, especially because I didn't search using the keyword "Gaithersburg."

Like other pilots I have another passion, which is the motorcycle. So, I found on the internet the Harley Davidson store near the airpark, and I went there. I was watching the motorcycles when I heard the unmistakable noise of a single engine airplane. When I looked to the sky I saw a Cessna 172 very low and I realized I was extremely near an airport. I took my car and after a few yards continuing on the same road I found the airport. It was unbelievable, so close and I didn't know it. At the airport I saw many Flight School advertisements. One of them called my attention and it was the Forsyth Aviation. That was how I met Younis.

Being a foreigner, I started a long process to get the authorization to fly in the U.S., and after that I started flying with Younis in his light sport aircraft (LSA). A couple of months later, Younis decided to sell his airplane and introduced me to the CFC. So, he was the guilty one for what happened to me later on. I thank him not only for introducing me to the CFC but for his long term commitment to help me accomplish what I started, even though we couldn't finish together.

Taking advantage of talking about Younis and the way I joined the CFC, and back to the purpose of this article, this small story is about gratitude. I used to say that the flight to Brazil was only 10% of the entire process, and I split that 10% with Jose. What I am trying to say is that I wouldn't have been able to do anything without all the support I received from so many people, my friends forever.

After living a couple of months in the U.S. and becoming more familiar with the market and thinking about the taxes I would have to pay to transfer an airplane to Brazil, I almost gave up on the idea of buying an airplane when the Club decided to sell the 152. After making a few calculations, tak-

ing into consideration the price of the airplane, inspections needed, engine overhaul, avionics, taxes and fees, etc, I called José and asked him if my line of thought was right and if his offer to take the airplane to Brazil with me was still on. His answer was a loud "yes."

Even running the risk of being unfair not nominating everybody who helped me through the process, what I apologize in advance, I'd like to start thanking **Bob Hawkins**, our President, who ultimately allowed the Club to sell the airplane to me, and also for signing so many papers during the process, even during special occasions. I'd like to make a note telling that the process of selling an airplane to a foreigner is a lot more complicated than selling it to an American.

I'd like to thank **Bob Gawler**, my mentor, instructor and friend. No words can express what he did for me. He gave me all the solutions when I

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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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needed them. He put me through the paper process with FAA and thought about all documentation needed to export the aircraft. He also introduced me to key people, and I know he missed some nights suffering with me when something went wrong.

Piotr is a warrior. He did the engine break-in in a very short period of time. He allowed me to accomplish my schedule. Every time I called him with a difficult situation he gave me comfort, saying he would do everything to help me, and he did.

I would also like to thank **Dick Strock** and **Bill Hughes** for their friendship and support, for their patience and for helping me look through the parts manual and for their technical support; **Joe**, for allowing me to become more familiar with the U.S. airspace, and for giving me the responsibility to bring back his Swiss knife from Brazil; **Mike Regen**, for many tips; **Alyscia**, for the support and care about "ladybug"; **Andy Mullen**, my patient instrument instructor, who listened to my concerns about preparation during our flights; all friends and supporters from the CFC who always gave me a word of incentive. I'd like to thank all my friends who followed me during this adventure and prayed for a pleasant journey, like **Gashaw**, **Dan Hayes**, **Doug**, **Ruth**, and others. For all those people who worked or rooted for the success of the project, I'd like to thank you all and say that was the most important lesson I learned regarding this project and I will never forget.

I'd like to take also this opportunity to recognize a few people and companies that, even though they were being paid to do some job, they exceeded my expectations, giving me solutions when I was in a "no way out" situation. I am talking about David Wojnarowski: avionics, nose pant, transponder solution; Mike Peters: engine overhaul, almost two times; Jonathan at Frederick Flight Center: cylinder #3 problem and windshield; Howard Aviation: annual, anti-corrosion and nose-strut problem; and Landmark Aviation: transponder and certification for IFR operations.

A very special thanks to my friend José, who since the first moment made me believe that the flight was doable. Also, for flying the airplane with me to Brazil and for allowing me to learn more about friendship. I am very glad we could make the trip together and arrive one day and a half before his son's birth. I thank José for his ever-

present kindness and for sharing his experience and decisions on that very small room inside the 152.

During the preparation for the trip we had a few unexpected delays, but due to the support received by many people and companies we were able to comply with our scheduled departure date. The main problems and solutions were: a) to obtain some new parts for the engine overhaul. Mike Peters, from KTM Mid-Atlantic Engines got all parts; b) long time to receive the new avionics, in order to update and improve the airplane capability, like Audio Control Panel GMA -340, NAV-COM KX-155, Glide-Slope KI-209, GPS AERA, ELT 406 MHz, Antennas, Connectors and Wires. David Wojnarowski replaced, installed and prepared the panel on time. Also, David fixed and painted the nose pant; c) lack of time to replace the windshield. Frederick Flight Center (FFC), through Jonathan, made it possible; d) Export Certification. Bob Gawler, in coordination with the FAA and the Inspector, expedited the process and we were able to get it two days prior the departure date; e) cylinder #3 problem. During the first oil change, exactly one week before the departure date, we lost cylinder #3. In one day, Jonathan (FFC) and Mike Peters (KTM) were able to order, receive, install and test the engine; f) engine break-in, minimum of 25 hours, before going to Brazil. Due to my work I wasn't able to fly the airplane and I totally relied on Piotr to break in the engine, in a short period of time. Additionally, he was with me in the worst situation of the preparation, which was when we lost cylinder #3. He helped me to believe I could keep the schedule and encouraged me to not give up.

All that said, let's go to the 10% of the project.

After buying the airplane we conducted inspections, maintenance, overhauls and replacements of some parts.

In the beginning of February we took the airplane to Martinsburg, wintertime, for the pre-buy and annual inspection, anti-corrosion treatment and nose strut maintenance. After that, the airplane was moved to Frederick, for engine and propeller overhaul, to change the altimeter units, and for windshield replacement. Also in Frederick, in another shop, the transponder was replaced and certified for IFR operations.

Finally, we reached the point for the break-in of the engine. Our goal was to fly a minimum of 25

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hours. We made the first oil change after 10 hours, one week before our scheduled date for departure. But we had a serious problem in cylinder #3, and we had to replace all parts on that specific cylinder. Well, the job was done in one day, and thanks to Piotr, who flew 15 hours in two days, we were able to have the airplane ready on Friday, two days before our departure.

I cannot forget about all the paperwork, specially the documentation for exportation. It took a long time to make FAA coordination with ANAC (Brazilian FAA). We received the documentation for export the same day the airplane was ready for departure.

We took off on May 2, 2011. It took 10 days to travel from Gaithersburg to Rio de Janeiro. José arrived two days before, and we started preparing the airplane. The main works were to install the supplementary tank and install the wheel pants. Everything was ready on Sunday afternoon, the day before.



We spent 58.2 hours, flew over 6,000 miles, burned 420 gallons, made 1 oil change and used 2 quarts during all trip. We stopped 19 times and visited 10 countries. The longest leg was from Macapá to Araguaina (Brazil), 5.6 hours, and the shortest was in Suriname, from Engel airport to Borg and Hoop airport (0.3 hour, trying to find some gas). The cheapest fuel was in Florence Regional Airport (South Carolina) — US\$ 5.22, and the most expensive was in Macapá (Brazil) — US\$ 10.80.

We followed the route from Maryland to Florida, then through the Caribbean (Bahamas, Turks and Caicos, Dominican Republic, Guadeloupe, Grenada) to the North of South America (Guyana,

Suriname, French Guyana) and finally in Brazil (half way), we flew all way down to Rio de Janeiro. The airports and cities visited were: KGAI - Gaithersburg, MD; KFLO - Florence, South Carolina; X21 - KFXE - KOPF, Florida; MYEF - Bahamas; MBPY - Providential, Turks & Calicos; MDPC - Punta Cana, Dominican Republic; TFFR - Guadeloupe, France; TGPY - Grenada, Netherlands; SYCJ - Guyana; SMJP - SMZO, Suriname; SOCA, Cayenne - French Guyana; SBMCP, Macapá, Brazil; SWGN, Araguaina, Brazil; SBCI, Carolina, Brazil; SBLP, Bom Jesus da Lapa, Brazil; SBBH, Belo Horizonte, Brazil; and SBJC, Rio de Janeiro, Brazil.

From our experience flying that trip I would say that the best part was flying, of course, and the worst was bureaucracy.

Our routine in every stop was: tie down; clean the airplane; refuel; immigration (General Declaration); customs; plan next leg; tax and fees; and flight plan.

During the trip we had two kinds of delays: bad weather and documentation.

Fortunately, the weather was in our favor for the majority of the time. I remember just four times José and I discussed about what to do when we faced a bad forecast and some strange clouds and low visibility while flying. It happened on the leg from Punta Cana to Guadeloupe. VFR all around except over the island. We decided to continue instead of landing on the previous island, since we didn't get into clouds and we were able to have a minimum of visibility. But we flew low, very low. Once over the island we could climb and find the airport. The other situation happened when we stopped in Grenada. It was about noon and the next leg would be our last leg over the sea, to Guyana. Due to very bad weather conditions on the Inter-tropical Convergence Zone (ITCZ), just above the north of South America, we decided to remain in Grenada until the early the next day. I also remember the flight from Belo Horizonte to Rio de Janeiro, when we climbed to 6,500 ft and flew over the top of the clouds for a few hours. We couldn't see the end of the clouds on the horizon and, below, mountains.

Documentation was the other reason for delays, and dealing with that wasn't very pleasant. We lost two days, leaving US and arriving in Brazil, even though we had all the documentation with us. The problem was the time we spent to access

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new online systems, to make registrations, to send requests and wait for authorizations. But everything was understandable.

Particularly, for this trip I had two main concerns regarding timeline: my leave from work in vacation, since I had a certain date to be back; and the pregnancy of José's wife. His wife was supposed to have a baby between May 8 to 12, exactly the dates we were expecting to arrive.

In this article I talked about a lot about difficulties during the preparation and delays, before and after the departure, in order to pass some experience for someone who intends to make a similar trip. Be prepared for and to do not lower their heads when a problem occurs. Also, I recognize that without all the support I received it would have been impossible to do anything. I didn't talk about money because that issue is very subjective, since we can not put value in a dream when it comes true and on the experience gained on that kind of flight. There is no price for what I learned doing this trip.

Talking about lessons learned I would resume: friendship; dealing with different situations during preparation; knowing the airplane better and its responses in different altitudes, temperatures and loads; flying in various airspace; ATC communications; knowing better the regulations; the experience and feeling of flying over different areas, like ocean, forest and mountains and landing in different airports and different countries. I hope I will not forget what we saw from above, all that beautiful views recorded in our minds: landscapes, Caribbean Sea, many islands, forests, skies, rainbows, clouds, etc.

When we arrived at the Rio de Janeiro Terminal we received authorization to overfly Cristo Redentor (Christ the Redeemer) on Corcovado Mountain, before landing at our final destination [*Ed. note: see photo*]. Our intention was to thank God, in a particularly pilot way, for the blessings in accomplishing our flight safely and without any squawk on the airplane. And we did it.

Arriving at the new home of Cessna N25883, now PR-BUG, honoring Alyscia's nickname for the airplane (we couldn't get "CFC" for the tail number), we were received by some friends with a small party. "Ladybug" is now in its hangar, getting new paint and being inspected, in order to get its Brazilian registration.



A day and half after arriving I received a call from José telling me that he was the new father of a healthy boy, Alexander. I went to the hospital to meet them. That was a very, very happy way to end our journey.

Thanks Congressional Flying Club, thanks to all it members, unforgettable friends.

❖ PAULO FERREIRA

Fly-ins

We have a group of 5 and room for additional if you want to travel to POU, sleep at the Golden Manor Motel, see the show at Rhinebeck, etc. Going up Friday 23 September. The Golden Manor Motel is \$65/night plus tax. Phone **845 229 2157**. Let me know so we can put you in a seat and schedule reservations at CIA for dinner on Friday, figure out what cars we need to rent etc. You can make your own room reservation, although we may have one person to possibly share with you now.

Also, if you see anything interesting for August let me know so we can get that set. Unfortunately, I will be dodging giraffes with the locals down in South Africa most of August. They hang radio antennas on them, you know.

❖ JOE STUBBLEFIELD

Aircraft rates

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

Aircraft	Rate
N5244N	\$138

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Aircraft	Rate
N20300	\$121
N5135R	\$103
N739BA	\$106

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

❖ **BOB HAWKINS**

My first landing

A few years ago, after flunking retirement for the second time, I found enough time to start lessons at a nearby flight school. I was assigned to a CFI/ MEI who introduced herself by saying that (1) she was leaving shortly for an airline job, (2) she had taught for years and was jaded, (3) she did not like teaching beginning students, and (4) she was a martinet (her way or the highway). "OK", I thought, "she is straightforward, honest, and experienced. I was lucky to get her." She was going to teach me to fly by sight and sound. She quickly went over what to look for (dot on the windscreen, two fingers up, two fingers down, engine sound, etc.). I asked one question about something I did not understand. She unloaded on me for not listening because she had already covered it. OK, I guess I should have expected that.

We flew the perfect simple trainer for a beginning student: a G1000 glass panel 172SP, satellite radar weather display, autopilot, moving map GPS, cylinder head and exhaust temperatures, etc., etc. I had to enter the atmospheric pressure three different places. Several of the initial display items disappeared from the PFD and jumped to the MFD when I looked for them. Also some lady (ATC?) kept warning me about close traffic whenever we flew across a ridge line. I nearly sprained my neck looking for those airplanes until I was finally told that it was our echo and that the lady's voice was an onboard recording. Whenever we came close to P40, the guard channel became active with a warning to stay away. She often replied that she knew where she was, was not going to transgress in their airspace, and leave her alone! To avoid being the usual object of her venting bile, I tried to do exactly what she told me and nothing else, with only minimal success.

Although this will not be believed by any CFC pilot I have flown with, I did do well at landing approaches. Frequently she covered the rpm, alti-

meter, and airspeed tapes so I really had to fly by sight and sound. As I passed the runway numbers on downwind, I cut the throttle to idle, put in the first notch of flaps, and nose down two fingers. Turned base, two fingers, more flaps; turned final, more flaps, aim at the numbers. However, she always took the controls as soon as I could see the individual blades of grass as we crossed the end of the concrete. This became so automatic that we quit calling "you have the flight controls," "I have the flight controls," and "you have the flight controls." By the time all that was said we were usually on the ground.

One day I flew with another CFI (she had succeeded in pawning me off) who asked me about the airspeed and engine target numbers I was supposed to use. Target numbers? What target numbers? At the end of the lesson I flew my usual landing approach and at the beginning of the runway I passed the controls. We made smooth flare in ground effect and a very gentle touch down, just beyond the numbers. He turned to me and said "Well, not bad, but you should keep the nose wheel up." I suddenly realized that the airplane had landed itself! No one had the controls! I quickly lifted my fingers from my lap to grasp the yoke and slid my feet back on the pedals.

I flew exactly how I trained (somehow that phrase sounds familiar, Bob). I had learned to pass the controls at the last second. Only by luck (and my great landing skills) did we not bend any metal, or worse. The old saying about "you will fly as you train" is quite true.

❖ **MYRON WAXDAL**

Work hours

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

Judy Bradt takes care of recording the hours that you work. You can e-mail your work hours to workhours@bradt.com. When sending e-mails, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help Judy organize the e-mails for future reference if there are any discrepancies.

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Work hours monitor

July is the first month of the "work hours year," so by 31 July you should have 1.6 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

Send your hours to workhours@bradt.com.

Don't leave your hours until the last minute in hopes of a warm day for a plane wash!

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

Your flying account

Dick Strock and **Bryan Absher** are 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	Linda Knowles	Todd O'Brien
N5135R	Vic McGonegal	Phil Carls
N739BA	Ron Newton	Vacant

About Our Cadets

Getting your PPI the CAP/BCC/CFC way

I write this article for two reasons. First, I wanted to give some insight into how the cadets in the club operate to those who are not familiar. Second, and more importantly, I wanted to provide a road map for future cadet members to use

in hopes that they will succeed in becoming private pilots as well.

The journey really begins with joining the Civil Air Patrol's cadet program. Anyone between the ages of 12 and 18 can join just by filling out some paperwork, and this first step leads to a mountain of opportunity down the line. A cadet will start out with training that occurs during weekly meetings and fairly regular weekend activities. During one of their first summers as a member, cadets attend CAP's version of "Boot Camp" called encampment. This week long activity provides a stressful training environment to slingshot cadets into successful CAP careers.

After successful completion of encampment, a wide range of opportunities become available to cadets. The most exciting of these is the ability to attend National Cadet Special Activities, which are generally week-long summer programs that give cadets a hands-on introduction to many aspects of CAP missions. For a young pilot hopeful in this area, the best place to go is the National Flight Academy (NFA) in Ft. Pickett, VA. This is a week-long activity that provides cadets 10 hours of dual instruction, 14 hours of ground school, and the opportunity to solo toward the end of the week. A typical schedule at NFA is a 0700 wake up, breakfast/weather briefing, flying, lunch, ground school, more flying, de-brief, then dinner. No better way to spend a day, right? I attended NFA in 2007 and was able to solo after only 8.1 hours, not too bad for a 16 year old who couldn't even drive a car yet. Surprisingly enough, this is a fairly common experience.

The sad reality for most cadets upon completion of NFA is that flying takes a back seat in life and they do not continue their training. Luckily, however, this is not the case for cadets of the Bethesda-Chevy Chase Composite squadron. Cadets at BCC have a unique opportunity in that they are eligible to join the Congressional Flying Club as cadet members. As cadet members, they enjoy a decent amount of financial help and often free instruction from friendly CFI's. While the opportunity is open to all cadets, most that are selected have attended or will attend NFA. I joined the club in the summer of 2007 just before attending NFA and was able to jump right back in to the training upon returning.

The trick now is how to balance flight training, still being in high school (most common case), and a

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social life, all while being at the mercy of your parents' transportation services because you can't drive yet! This is quite the delicate balance that often requires the social life to disappear for a little bit, but it is completely worth it. I started doing regular lessons with Bob Hawkins in the little 152 as often as I could. Sometimes I could get a lesson in after school before the sun went down, but I often had to fly on the weekends. I also did self study for the written instead of taking ground school to save some money, so that added a decent amount of time away from friends. But other than this couple of oddities, the training is just like everyone else does. You smooth out your maneuvers after soloing (if you didn't already at NFA), do some unsupervised solo practice, knock out your cross countries/solo cross countries, get some night time in, refine your skills some more, then send an email to Mr. Gawler (your friendly neighborhood examiner) to take the test!

Now for a reality check: There is a huge difference between what is advertised out there and what is more realistic based on averages. Most FBO's will provide an estimate based on the legal minimum of 40 hours of flight time (consisting of different types of time, but I won't get into that here). But the average lies somewhere between 60 and 70 hours, based on how often you fly. Personally, I was able to complete the training in just about a year and one month (from NFA to license) having approximately 55 hours down. I flew about twice a week on average, and slightly more often before the test.

As a reference for future hopefuls I would recommend using the following timeline. If you didn't solo after NFA get to it done as soon as possible. Once you have soloed, work with your instructor to get unsupervised solo privileges for the local area so as to ease scheduling problems. Try to get this done before school starts in the fall because your time will soon disappear. During September through November the weather is for the most part still good for flying, so use this time to get your skills down pat and to build your confidence when flying solo. For December through March the flying becomes tough, weather isn't as good, and holidays and such often get in the way. Still fly as much as you can but don't worry about not flying as much as before. You can use this time for studying for and taking the written test. It doesn't matter when you take the test as long as

you take your checkride within two years, but this downtime is a perfect opportunity for it.

Once spring shows up and the weather starts to improve, this is the time to kick it into high gear. Start working on your cross-countries as often as you can and then get to knocking out your solos; June and July are especially good for this. Also take some time when the school year is out to get your night requirements done. (Because of the late sunset, you might not start flying until 9pm!). With luck, after you have met all the requirements you should still be in July or August and can start setting up for your check ride!

This schedule isn't for everyone, but it worked for me and I think it spreads out the training well enough so that you are ready to go before the following school year begins. Also, training will vary based on your CFI; everyone has his own style, so be flexible to that.

Overall, I hope that club members have found this at least semi-interesting and now have a better understanding of where the young ones using the planes come from, and that cadets beginning this journey can learn something from this advice. If there are any questions from anyone please feel free to shoot me an email at toddobrien91@gmail.com ! Fly safe!

❖ TODD O'BRIEN

Address for checks

Please note that the address to mail Congressional Flying Club checks is:

Congressional Flying Club
7940 Airpark Road
Gaithersburg, MD 20879

Checks can also be brought to the meetings and given to **Bob Hawkins, Dick Stroock, or Bryan Absher.**

Funny stuff

[Thanks again to **Dan Hayes.**]

Tower: Have you got enough fuel or not?

Pilot: Yes.

Tower: Yes what?

Pilot: Yes, SIR!

❖ ANDY SMITH