

The Congressional Record

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

Vol. 29, No. 9

Gaithersburg, MD (KGAI)

September 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

TEN YEARS LATER; IT'S STILL EARLY

Kids and grand kids are back to school. Beach parties take a back seat in memory lane. Vacations are over. It must be September! What are we left with here? The memory, the pain, and the tears of a day long gone by, yet frozen fresh in our days today, a day that goes nowhere, not now, nor for a whole generation of days. It will forever challenge and question us and fix our resolve.

How could such evil exist? What did we do to cause it? Is there anywhere that guests so grossly violate freedom and hospitality? The questions, the pain, the grief continue. We will tell the story over and over, and want to be listened to! We'll learn new meanings and applications of the art of love. We'll wonder about the boundaries of forgiveness. We will want to know how to make new roads to peace. The horror of 2001 calls us ever to this and to so much more.

We wonder if it were a trip-wire to the "Arab Spring" as we ponder the revolutions in nine different nations. The pain continues. Recovery continues. We are building and rebuilding, and will be building buildings, monuments, and mentalities. There is so much more work to be done. It's still early! Let us be kind to ourselves, and to one another, and to the new world in which we

live as we prepare and pledge to all, "Never again!" So help us, God! Amen.

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

Fly-ins

GAI, 17 SEP

Don't forget the GAI local airport association stuff happening on 17 September. Spot landing and flour bombing, I hear. Will be free food too.

RHINEBECK, 23-25 SEP

Planning to go Friday and have lunch at the Culinary Institute of America (CIA). You will need to hurry up as reservations need to be made and van will be obtained. **Bill Hughes** and **Dick Stroch** are putting most of this together, as **Ruth** deserted us for the north woods. The museum and airshow at Rhinebeck are among the high-lights. Return down the Hudson thru NYC is pretty hard to beat, too. If any one else wants to go, we may need another pilot. Will need to check with Bill for lunch reservation on Friday and you may need to see if you can share room with someone or book one. Right now 6 or 7 people are going.

DAYTON, OH AIR FORCE MUSEUM 29-30 OCT

Air force museum. Going up on Sat, back on Sun. Need to get organized soon. Let me know.

❖ **JOE STUBBLEFIELD**

Aircraft rates

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

Aircraft	Rate
N5244N	\$138
N20300	\$121
N5135R	\$103
N739BA	\$106

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.

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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.

Don't ignore those e-mails!

In recent months the Club has begun enforcing certain time-critical events in AircraftClubs.com.

As a result, I have received numerous phone calls and emails telling me they are unable to schedule aircraft, but are instead receiving a message indicating that one of the following events is overdue:

- * Medical Certificate
- * FAA Flight Review
- * Club Review

Four weeks prior to expiration of any of these events, you should receive an email alert from Notify@AircraftClubs.com with a subject of, for example, Medical Expiration Notice. Do not ignore these alerts! They are intended to be reminders that members must provide the Club Operations Officer, currently **Dan Golas**, with proof of compliance with the expiring requirement. Upon receipt, Dan will update the expiration date of the event, thus allowing the member to continue to schedule aircraft.

In the past, members were allowed a 30-day grace period following expiration of any requirement before suspension of scheduling privileges. That grace period has now been eliminated. Currently, if for example your FAA Flight Review expires on 30 September, you must provide proof of compliance prior to that date; otherwise your aircraft scheduling privileges will be suspended as of 1 October.

To schedule a Club aircraft for a Club Review after you have lost scheduling privileges, you must do so through a Club CFI. They have been granted rights to schedule an aircraft in your name for purposes of the review. Upon successful completion, you must still provide a copy of your logbook endorsement or signed Club Review form to the Club Operations Officer to have your scheduling privileges restored.

The Club is strengthening this oversight because of some recent incidents in which members have

inadvertently been flying without a current flight or Club review. Failure to comply with these requirements places member and Club resources in jeopardy, as it renders both the member's and the Club's insurance coverage invalid.

So watch for these alerts and don't ignore them.

❖ **DICK STROCK**

Work hours monitor

September is the third month of the "work hours year," so by 30 September you should have 5.0 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
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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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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**.

Spel chech

Got a phone call the other night from Indianapolis TRACON saying the Club's CE 177, N20300, was overdue. INDIANAPOLIS! WOW! Who took the plane out there? Called DC Metro, they went to see if it was in its parking space. Yes it was there. Got back with TRACON and OK but let's figure this out tomorrow.

As we all know, DC SFRA flight plans are IFR, right. Well, when I left the SFRA and was told to squawk 1200 that cancelled my IFR flight plan, but ATC kept me on flight following to LUCKY. LUCKY intersection is 1,835 miles west of GAI, not to far from Vegas. LUCKE, on the other hand, is just outside the SFRA on the way to Martinsburg, WV. Although my flight plan said I had two hours of fuel and it would be 20 minutes to get there, I guess that does not compute in the FAA's computer.

Did you also know that WOOLY is up near Westminster VOR? WOOLE is 1250 miles southwest of GAI near San Angelo, TX.

Spell check is great, but ... be careful in filing.

❖ **BOB GAWLER**

Engine failure!

/Editor's note: The following is the text from Robert Schapiro's ASRS report of an engine failure. Robert gave a presentation on this incident at a Club meeting in August.)

Earlier in the day, I had an airplane lesson in a Piper Arrow, working towards my commercial ASEL add-on rating. The lesson's main focus was to learn and practice powered-off-180-landings. The lesson went very well and I left with a strong feeling of accomplishment. Later in the day, I

thought the weather was perfect for flying a few practice approaches in IMC.

Initially, I had wanted to go east, over Eastern Maryland, which was very flat. However, by the time the aircraft was preflighted, the IMC conditions on the eastern shore had already dissipated. Instead I decided to go west, where conditions were still very much IMC. The aircraft was a 2005 Cessna C-172 with G1000 avionics and an autopilot. The engine had just been overhauled less than 200 hours prior. I had filed several IFR flight plans: MTN – DMW, DMW – FDK, FDK – MRB, MRB – MTN.

I departed solo IFR from MTN. By the time I departed MTN, the instrument conditions had dissipated locally, however it was still IMC about five miles west. Upon departure, I requested the VOR-34 at DMW with two turns in the hold and then the MAP. I successfully performed the holds, the approach, and the missed. I then requested the ILS-23 at FDK, but was denied because the localizer and VOR were both out of service. Then I was vectored to the IAF for the RNAV/GPS-23-Z at FDK and flew the approach with the missed. Then I requested the ILS-26 at MRB with the full approach. I successfully performed the approach, keeping the needles nailed until popping out of the clouds at 600 AGL. I landed and taxied into the FBO. I requested only 8 gallons of fuel, knowing that I would be flying for less than an hour, had several hours of fuel remaining on-board, and needed to keep the aircraft light for a flight in two days.

Upon returning to the aircraft, I requested to amend my flight plan with tower, to go to GAI instead of MTN. They instructed me to make the request with approach. I received my IFR and takeoff clearance and departed MRB. Upon contacting Potomac Approach, I requested to shoot an instrument approach at GAI before returning to MTN. I did this because I knew that MTN was VMC and since I didn't have a safety pilot, I couldn't legally perform the approach with foggles. Potomac approach told me that they had to check with their supervisor to see if I could do a practice approach in the SFRA. A few minutes later, I was approved. Potomac Approach asked me which approach I wanted. First I requested the VOR-14 at GAI. I was denied and reminded that the VOR is out of service. I then requested the RNAV/GPS-14 and was approved. I performed the approach

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and the missed successfully. I then requested the RNAV/GPS-5 at FDK and was approved. Potomac Approach asked if I wanted "vectors for delay" or the RNAV/GPS-23 due to aircraft spacing. However, I heard "vectors for GEEAY" (the FAF for the RNAV/GPS-5 at FDK). All this time I was in the clouds.

A few seconds later, the aircraft began to shake violently and it sounded like the engine was shutting down. I glanced at my tachometer and even with full throttle and full mixture; I was only showing 1700 RPM. I was unable to maintain level flight and began descending. Immediately I declared an emergency with Potomac Approach; however I started to experience radio trouble when my transmit button wouldn't click. I requested vectors to final at FDK. Potomac approach began vectoring me, but I was having difficulty maintaining a heading while trying to resolve the shaking problem. I had considered turning on the autopilot, but thought that may exacerbate the problem if the autopilot tried to maintain level flight with not enough power. I thought about aiming for I-70 or I-270 since both were on my MFD, but weighed the risks/benefits and thought that it was too risky.

A few minutes later, Potomac Approach suggested that I return to GAI since I was about equidistant between the two and GAI was showing VFR conditions (albeit only 1000 ft. ceilings). I took their suggestion and turned towards GAI, using GPS for navigation. At this point I was about 2,000 MSL. The oil pressure annunciator and alarm came on. I glanced at the oil pressure and it was reading zero. I relayed this information to Potomac Approach in case I did not survive the crash. I had considered pitching for "best glide", but every time I slowed below 90 KIAS, it sounded like the engine was going to quit. As I continued to descend, I used Potomac Approach for every possible resource. I asked them weather conditions at GAI, surface elevation, runway length, and eventually requested fire department services. I asked them "how low can I go in this area". They told me, "Minimum vectoring altitude is 2,000." At this point I was at about 1,800 feet. As I continued to descend, it seemed to them that I wasn't going to make it to GAI. They suggested that I divert to W50. At first I was opposed because I was currently headed straight-in for Runway 14 at GAI, which had a long, hard surface

runway vs. a dog-leg for left base into Runway 8 at W50. W50 also only has a 2,005 ft. runway vs. GAI which has a 4,202 ft. runway.

After some strong suggestions from Potomac Approach, I decided to divert to W50. At this point I was at about 1,500 feet. Again I asked Potomac Approach, "How low can I go here?" Again, they told me, "Minimum Vectoring Altitude is 2,000 ft." A few seconds later, they told me, "RADAR Contact Lost". I told them I could still hear them at my altitude. Around 1,200 feet MSL (600 feet AGL), I broke out of the clouds and saw the approach end of Runway 8 directly below me. I knew I couldn't make it down from my position so I broke off into a left downwind for Runway 26. The engine sounded like it was going to quit any second, so I was fearful to continue my downwind too far in case I didn't have enough power on final to make it all the way back.

When I turned base, I initiated a steep turn but quickly thought to myself "No! This is how pilots die, by stalling/spinning on base or final while slow." I kept my airspeed up. As soon as I turned final, I put on full flaps and aimed for the numbers. I was speeding up too fast, but I knew if I leveled the aircraft, I wouldn't have ever touched down. I made contact with the runway in a pseudo-flare well above stall speed. I was about 1,000 feet down the 2,005 foot runway before touching down, which was followed by several bumps while I tried to stay down. As neared the end of the runway, I knew I wasn't going to stop in time, and I steered clear of several small trees until coming to a complete stop in the brush. I immediately pulled the mixture and got out. First I called Potomac Approach and let them know that I got down alive. They took this to mean that I got down without any problem and they cancelled the fire department (unknowing to me).

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Robert's plane in the grass

I could see steam coming from the engine and it smelled of burning oil. Oil was splattered all over the left side of the engine cowling. I checked the dipstick. It read zero. I called and texted the mechanic and left emergency messages. When he called me back, I told him what happened and explained that at first I thought it was a magneto failure while in flight but then when oil pressure dropped to zero, I thought that maybe I blew a cylinder. When the mechanic arrived, we pulled the aircraft out the brush using a pickup truck and some straps. He removed the cowling to find that at least two rods were bent. While the exact cause is still under investigation, he believes that at least two cylinders seized and bent the rods, which then dumped oil out as the engine kept running, resulting in the late oil pressure annunciator. No one was injured in the event and at this time, there doesn't appear to be any significant damage to the aircraft, other than a seized engine.

❖ Robert Schapiro

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

Maryland by air

By now most of you should be familiar with, or perhaps participated in, the Explore Maryland by Air program. For those of you who may not be aware, this is a program that encourages pilots to visit all of Maryland's 36 public-use airports, and participate in other aviation-related programs within the state. For more information go to <http://www.marylandairportmanagers.org/explore-maryland-air>.

While the program offers some spiffy rewards upon completion of various levels, there are numerous secondary benefits. Participating in the program offers pilots a fabulous opportunity to polish up many piloting and navigation skills that for many, me included, haven't been used since our student pilot days, and have a lot of fun in the process:

- When did you last land and take off from a turf strip?
- When was the last time you even tried to find a turf strip — without benefit of the GPS?
- Could you still use your E6B (sans batteries), to compute groundspeed and/or estimated time en route?
- How about being able to determine your current location from just landmarks and a sectional chart, or from triangulation off a couple of (operational) VORs? (You did check NOTAMS prior to takeoff, didn't you?)

For me anyway, the answers to these questions were either "a long, long time ago" or "no!" To illustrate, let me relay a recent experience.

I recently asked Andy Mullen to accompany me on a proficiency flight to the Eastern Shore. It had been a long time since I last flew with Andy, and I wanted him to identify any bad habits I might have developed, and to perform some short- and soft-field operations.

We departed GAI for our first stop, Bay Bridge (W29), which was pretty uneventful. Our next

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stop was Kentmorr (3W3), a 2,400 ft turf strip on Kent Island, home to several private residences complete with hangars that face the airstrip. This would be my first soft-field landing since my student pilot days back in 2004.

Andy coached me through the approach and landing, which was “decent,” I guess. However, things got a little dicey on the back-taxi and lineup for takeoff. First, the wingtip came a little close to the stand of corn that bordered the airstrip. Next I taxied past the runway end markers, almost down into a ditch bordering the adjacent road. Then, given the close proximity of the private homes facing the airstrip, I almost strayed into someone’s front yard while lining up for takeoff!

What I failed to realize is that on a turf field, markings can be pretty sparse. One doesn’t have all those nice paved taxiways bordered by grass, and painted centerline markings on the runway. For the most part, it’s just ... turf. It could be a runway, or someone’s front yard.

The next stop was Massey Aerodrome (MD1), another turf strip 35nm northeast of Kentmorr. After my first soft-field takeoff in over seven years, Andy suggested we try a little pilotage. He took the controls and flew a, more-or less, northeast heading. He spied the E6B in my kneeboard and asked that I calculate our groundspeed and ETE to Massey. I must have given him a look that conveyed, “Are you nuts?” He just smirked.

Now, I’ll have to admit the last time I used the E6B was in 2008 on our C2C trip. The state-of-the-art FBO at Tucumcari, NM (TCC), if I recall, had at best a dial-up connection to the Internet, and pulling up something like AOPA’s Internet Flight Planner was not going to happen. So the planning for our leg to Santa FE (SAF) was done with winds aloft data, sectionals, and E6B’s. But I digress....

Anyway, when I pulled my trusty cardboard-and-plastic E6B out of my kneeboard, it was warped and wrinkled to the point I could barely move it. Add to that the cobwebs that emerged in my head when I attempted to figure out how to use it, and I was just overwhelmed. Now remember, Andy’s flying the plane!

At this point, I should have just thrown in the towel and decided to go IFR (I Follow Road). But nooooo, I was determined to fly direct, with our without assistance from the E6B. After giving An-

dy a couple of heading changes, I just admitted defeat and tried to orient myself with the chart. We droned on for a few more minutes, and I muttered something like, “It’s got to be around here somewhere!” Andy just chuckled, and pointed out the airport a mile or so off to our 10 o’clock. Andy gave me the plane and I made a pretty decent landing and takeoff. No straying into cornfields, front yards, or cow pastures.

Next on the list was Cecil County (58M), a 3,000’ paved field tucked in the far northeast corner of Maryland, just outside Philadelphia’s 30nm Mode C veil. Andy had earlier mentioned that he would like to get in an approach on our trip, so he put on the hood and shot the RNAV (GPS) Rwy 31 approach to 58M. It’s depressing watching him fly an approach. The guy is like a robot. Everything is pre-planned — programmed. So smooth — waypoint callouts, altitude callouts — nothing left out. Off comes the hood, and all you see is centerline and on-glideslope. Disgusting! But I guess that’s what practice brings.

We purchased fuel and had a nice chat with the airport manager. I don’t think Cecil County gets visited by our membership very often, but the manager encouraged us to visit more. He mentioned that there are some nice seafood restaurants in the area, and a courtesy car is available for anyone wishing to sample the cuisine.

We left Cecil County and headed back to GAI, getting a nice view of Baltimore and the northern suburbs, while ducking under the 3,500 Class B shelf north of BWI. We made this trip in the Cardinal, logging just three hours of flight time.

So if you are tired of trudging around the Sunni Triangle (GAI-DMW-FDK-GAI), try something different. Grab a partner or CFI, plan a couple-hour trip to some section of Maryland where you can hit several airports, sample some local cuisine, and have some fun! It’s a great learning experience, and you will most likely experience some pleasures that you have long forgotten.

[See the related article, Cardinal in a Cornfield, in the November issue.]

❖ Dick Strock

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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 Strock, or Bryan Absher.

Funny stuff

Tower: November 3 Alpha Delta, advise you have Whiskey.

N123AD: Not in the last 8 hours, sir.

❖ Andy Smith