

The Congressional Record

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

Vol. 29, No. 11

Gaithersburg, MD (KGAI)

November 2011

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Notice of annual election

The annual election of members of the Board of Directors and club president (who is also a Director) will take place at the club meeting 5 December.

Directors serve two-year terms, staggered so half are up for re-election every year, with a maximum of two consecutive terms. The president's term is one year, with no limit.

This year, the terms of Directors John Strong, Steve Bushby and Piotr Kulczakowicz have expired.

Nominations for director and president should be submitted to John Strong. If you are nominating someone other than yourself, please get his or her permission. Nominations will be accepted up until voting time.

So far, Bob Hawkins has announced he is running for re-election as president, and Piotr Kulczakowicz, (eligible for re-election), Ruth Hornseth and David Lahire have declared their candidacy for the board.

Only Club members who are in good standing -- on active status, paid dues and paid-up accounts are eligible to vote. Voting is in person only; no proxies or absentee ballots.

Chaplain's corner

REMEMBERING JONATHAN LIVINGSTON SEAGULL

To fly. To fly? To fly! It is a very involved process. But it is a very wonderful and welcome experience. Down the runway. Upwind. Crosswind and out of the pattern. Free! In quick order, Baltimore, Frederick, Westminster, or someplace in traffic-congested Virginia and miles away, now

just minutes ahead. You can see the foliage from a distance. And so soon you'll stop in a place too far away for most people to think about traveling out for brunch. To hang on the wings of the wind for awhile. Ah, to fly, to fly!

Sacred scripture speaks of it as an experience of God. Psalm 18:10 King James Version: "And he rode upon a cherub, and did fly: yea, he did fly upon the wings of the wind." Psalm 104:3 New International Version: "He makes the clouds his chariot and rides on the wings of the wind." Be not afraid if after you have trimmed for straight and level, and the air spits out the last chop-chop, and all around you it is safe and smooth. Be not alarmed if for one moment in each flight — as you get the chance in gratitude to draw, in awe, a deep breath as you scan left, right, and straight ahead — it should slip out and you hear yourself saying again, "O my God; this is wonderful!" And if shortly thereafter you feel like a god, it's okay. You and He quite similarly ride upon the wings of the wind!

It's also quite okay to say "thank you!" It's November and Thanksgiving month, you know. Thanks for the flying man or woman, the flying machine, the flying club, the flying environment, the flight support system, and even the FAA, the regulator of flying, and for God, the creator of all that relates to flying. And thanks, too, for the Civil Air Patrol and the annual Maryland Wing Conference this November! Thanks for all of history and the milestones in flight. Yes, thanks for your flight — its safety, comfort, beauty, and peacefulness — each time! And for the amazing personal development you have made as you disciplined, practiced and grew in flight proficiency! Lastly, thanks for some of us, who became not bold pilots, but rather old pilots, rejoicing to see the next generation carry aloft.

To fly. To fly? To fly! What a wonderful experience! Amen.

❖ **Chaplain (Lt Col) Edco Bailey, D.Min,**
b.c.c.

Extended range fuel tanks

Two of the aircraft in our fleet, N20300 (Cardinal) and N5244N (Skylane), are equipped with fuel tanks that provide extended range. The Cardinal is equipped with long-range tanks with a usable fuel capacity of 60 gallons — almost 6 hours of

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fuel. The Skylane's tanks have a usable capacity of 88 gallons — up to 8 hours of flying, depending on power settings!

There have been recent incidents in which a member, upon returning from a cross-country flight, topped off the fuel tanks in these aircraft. In one instance, the pilot topped-off the Skylane with 52.6 gallons of fuel at the GAI bargain price of \$6.44 per gallon. Not only is this some of the most expensive fuel in the area (except BWI and IAD), but carrying around all that excess fuel just uses more fuel. Besides, who in the Club can (safely) fly for 7 or more hours without a break?

In two other instances, the Cardinal's long-range tanks were left filled to the brim. The subsequent planned flights had to be cancelled because the combined weight of fuel and payload placed the center of gravity outside the weight and balance envelope. The Cardinal, in particular, is very sensitive to weight and balance loading.

It's a rare circumstance that would require either of these two aircraft to be topped-off at GAI, and that decision should be left to the next pilot. Refueling guidelines are as follows:

1. N20300 — Refuel to no more than 43 gallons. A series of small holes at the bottom of the filler neck constitute a marker. When both tanks are filled to this marker, the total usable fuel is 43 gallons.
2. N5244N — Refuel to no more than 65 gallons. Filling each tank to the bottom edge of the fuel filler neck yields 65 gallons of usable fuel.

Refueling to these levels will provide adequate fuel for most flights while allowing for larger payloads.

❖ **Dick Stroock**

Fly-ins

For Nemaocolin on 13 November, there are four restaurant choices:

Sunset Terrace:

http://www.nemaocolin.com/pdf/Sunset_Terrace_05.2011.pdf; cheapest of the elite restaurants

Tavern: http://www.nemaocolin.com/pdf/Tavern_Lunch_05.2011.pdf; nice.

Caddy Shack:

http://www.nemaocolin.com/pdf/Caddy_Menu_7.2011.pdf; looks good.

Elements:

<http://www.nemaocolin.com/pdf/Elements%20Menu%206-17-11.pdf>; at the spa.

Caddyshack looks pretty good. Need to know if you want to go. Have one plane full plus one already. May need to put another plane on if we can.

Right now, **Abshers** and **Bill Hughes** are going.

Also plan on the Holly run to Tangier

Isand via Bay Bridge airport on Saturday 3 Dec.

Let me know on that too. Join **Doug Holly** on his namesake run.

❖ **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**

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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.

Aujuittuq (sequel to Qaanaaq)

[This is Myron's follow-up to last month's story about his trip to Qaanaaq. After reading both pieces, The Editor has just one question: Does anyone – aside from Myron – have the slightest idea how to pronounce either of those names?]

Because I left you hanging above a solid floor of clouds at the end of the last episode, it was suggested that I might like to finish the story.

As we crossed the ice-choked Baffin Bay, our cloud layer dissipated and left us in stable clear air. We now had radio contact with Aujuittuq, “the place that never thaws,” on the more tropical south coast (76° 25' N, 82° 53' W) of Ellesmere Island, AKA to the white man as Grise Fjord, (population 141). At that time there were three places of civilization on Ellesmere: Aujuittuq, the sometimes occupied research station at Eureka, and the secretive Alert on the northern tip.

At Aujuittuq there is not a normal landing pattern. There are two interesting approaches: 1) straight in from the sea, between two rock mountains and directly at a third, just beyond the “runway”. If you have to go around you make a very quick 90° left turn into a curved narrow mountain valley, hopefully free of low clouds, that leads back to the sea. 2) From the sea into the curved narrow valley, then a quick 90° to final. At least here your go-around is straight out, over the heavily pressure-ridged sea ice.



Approach to Grise Fjord

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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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Threshold at Grise Fjord

In Greenland we had to sit on the plane until an officious Danish immigration agent carefully checked all documents. We had approval for one landing and one departure on a specified day. I am not sure how they would have deported one of us if our passport was not in order, since the only flight in or out was us. In Grise, we deplaned, carried our luggage to the local "hotel" and went sightseeing. The Canadian immigration agent flew in, joined us briefly at dinner, and flew out.

Sightseeing was accomplished by climbing into sledges (wooden boxes on runners) and being towed across the rough sea ice behind snow machines. In Greenland, it is very difficult for a native to legally own a snow machine, and so they have many dog teams. In Canada the Inuit/Eskimo travel and hunt with snow machines and maintain only a few dog teams. The quick thinkers among us moved to the buddy seat on the snow machines at the first stop. Unfortunately I did not and earned several sizable bruises from the ride. Our main stop was a rock polar bear trap, built by the 'old ones.' However, it was on land and we were on sea ice. Here there was a significant rise and fall of the tide causing a band of heavily broken and piled plates of ice between the sea and the shore. The snow machines got through, but two of the sledges turned over, unceremoniously dumping us into the piles of hard ice.

The next day we piled our bruised bodies into "our" Otter, taxied to the far end of the snow runway, and departed away from the mountain, directly out over the sea ice. After reaching altitude, I was invited to take the right seat for our flight to the remains of the ill-fated Sir John Franklin arctic

expedition on Beechey Island. On the way we flew past the impressive limestone cliffs of Cape Svart.



Limestone cliffs

The limestone was deposited by microscopic creatures living in the then tropical waters. Now these cliffs rise directly from the sea ice.

It was a rough landing on the sea ice at Beechey Island; the pilot apologized to us and checked the undercarriage for damage. We walked to shore and explored the few remains of the 1845 Franklin expedition. He came here in two sailing ships looking for the Northwest Passage, but became trapped in the ice at Beechey Island. Unfortunately his supplies contained newly developed canned food instead of all dried. The cans were assembled and sealed using lead solder, which poisoned the contents. It is suspected that all the crew suffered from lead poisoning. After two years of being trapped in the ice, the remaining crew abandoned the ships and tried to walk south to find whaling fleets or other people. They did not and disappeared. In recent years a few of their frozen bodies have been found on islands further south. We found piles of empty soldered cans on Beechey Island.

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Some of Franklin's poisoned cans

Along the shoreline were the fresh tracks of two polar bears, a mother and cub.



Polar bear tracks (Otter in background)

Two of us started to follow the tracks to catch sight of the bears. We were bluntly ordered back by the shotgun-toting co-pilot, who did not want his clients mauled for their stupidity.

Shortly thereafter, we piled back into the Otter, bounced across the sea ice and had an uneventful flight back to the "real" airport at Resolute Bay.

❖ **MYRON WAXDAL**

Work hours monitor

November is the fifth month of the "work hours year," so by 30 November you should have 8.3 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
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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**.

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.

❖ **Dick Strock**

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	Dale Thompson	Ron Newton

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

[Thanks to **Dan Hayes** for this one]

ATC: Cessna 123, What are your intentions?

Cessna: To get my Commercial Pilot's License and Instrument Rating.

ATC: I meant in the next five minutes, not years.