

The Congressional Record

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

Vol. 30, No. 2

Gaithersburg, MD (KGAI)

February 2012

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President's message

The first month of the year made me an optimist. This is in spite of increasing fuel prices (again). We were off to a good start to the year. We sold N5135R, had a nice fly-in to Sky Bryce and an intriguing cross-country flight pursued by some of our club members. We successfully continued the 5th Tuesday tradition and we got two new members: Richard Marko and Stavros Manolakos (albeit we lost one to the inactive status – we hope he'll be back sooner rather than later). We have a brand new private pilot: Billy Barber and a new commercial pilot: yours truly. We keep the local DE busy. Flight hours appear to notch up. Spring is in the air.

N5135R, our long time workhorse*, has found a new home. This aircraft used to be flown at the rate of 300 hours per year. She served us well. The sale of the aircraft puts the cash in the bank and gives us an opportunity to reassess the needs of the current and future membership, and also look (OK, perhaps just peek) into the future. Our fellow members Dick, Bill, and Dale went an extra mile (or, to be specific, an extra 1,464 nautical miles return trip) to have a look at what's going on with LSAs. They came back excited about auto gyros – the law of unintended consequences struck back I guess. It is granted that a heated discussion on the new addition to the club's fleet will continue but I am sure of one thing: until we properly utilize current aircraft in our fleet, money from the sale of 35R will be just money in the bank. By the way, please reply to Gashaw's and John's survey – this is your chance to have a say on future club aircraft.

Talking about aircraft utilization... 9BA is getting a bit of a face lift; she will be even a nicer plane, and is a sure candidate to become the club workhorse. New LED lights! Aren't you dying to (re)gain your night proficiency while actually seeing the runway? While 9BA goes into 50-hr maintenance (did I say work hours?), go fly or go get checked out in the Cardinal. This aircraft is a great platform to move up – remember, a good pilot is always learning. The Cardinal offers a nice way to transition from a 172 to a 182. It allows you to get comfortable with increased complexity of the aircraft (constant speed prop, cowl flaps, advanced engine monitoring) but at the same time flies rather similarly to C172. Get checked out or (re)gain proficiency in the Cardinal and go fly it when your favorite 9BA is booked out or when it goes into maintenance. The 182 is back from service and you should now be able to find your way across the skies while using the gyrocompass without calculating yet another "compass error correction."

The fly-ins continue with Joe executing a \$100.39 chicken wings concept. We push the limits of aviation excitement with Gashaw coordinating another day of fun spinning, lopping, and rolling a Citabria. You have no idea what you are missing until you try it. Check this short video if you still hesitate: <https://vimeo.com/34208620>

Finally, there is also some good news from MSS. CAP: activities are now properly funded. Cadet O-rides are in progress – we keep the great tradition of exciting youth about flying. We are starting to reach the target utilization of the aircraft assigned to the squadron. We are about to push an aggressive SAR training schedule.

I really look forward to 2012. It will be a good year.

* Nostalgia hit yours truly rather hard when he dug out the photographs from the most recent engine replacement on 35R (September 2003 – it took us about 8 years to put 2,000 hours on this engine which was overhauled by the club mechanics, Bob Hawkins, Bill Hughes and Bill Pechnik. Several members, including myself, had a very intimate encounter with 35R's guts while lending a hand in engine replacement and earning work hours!). Vick McGonegal was a long time crew

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chief and was keeping an eye on our most utilized aircraft.

Here are the photos:

❖ PIOTR KULCZAKOWICZ



8 years and 2,000 hours ago: Our fathers brought forth this Continental engine....



...a new engine, dedicated to the proposition that all (new) cylinders are created equal.

Chaplain's corner

ROTATE!

We remember the red hearts of Valentine's Day and consider the pointing to love and affection that is indicated. The St. Valentine(s) of ancient history, several of whom suffered martyrdom as early Christians, would probably find many of the traditions associated with the Day bearing their name to be very strange.

So let us do ourselves a favor. Just as we conduct 50- and 100-hour inspections on our birds out of love for ourselves and our safety, let us conduct a survey of our souls to assure their temporal and eternal well-being. And let us be sure to follow the maintenance manual. It is written in sacred scripture that real spiritual life is indicated in the virtues of genuine love, joy, peace, goodness, patience, faithfulness, kindness, gentleness, and self-control.

We need to turn those wrenches and keep our aircraft flying well. And some of us will push a bit of chocolate and roses, too. But imagine the return of the one(s) who pause, reflect together or alone, conclude on meanings of the virtues, and assess the distance needed to aim for to meet with true growth in them! It will take more than a day or a month to do so. Perhaps, dedicating oneself to a lifestyle of assuring that one holds the virtues in high regard will be most rewarding. Rotate!

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

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Fly-ins

READING 25 FEB

The food there at the Malibooz sounds too good for us not to try it out. Wings for \$.39 and other good sounding stuff. Lift off 10:30 and back by 3 or so. We could even go to the museum if folks wanted to: <http://www.maam.org>. Malibooz's website is http://www.maliboozbarandgrill.biz/menus_appetizers.htm. **Castello** goes there almost every weekend!

Right now, **Dick, Doug, and Joe** are going, another plane ready to fill.

BRYCE WINTERFEST 10 MARCH

Pond skimming, (skiers and snowboarders in costume attempt to skim across a pond of water in the snow, but most of them get dunked — hilarious; bring your camera!), live music, BBQ, a parade of costumes, games, entertainment, and more!

Volunteers will monitor 122.8 and provide rides to the Lodge for those who prefer not to walk the short distance. Website:

<http://www.bryceresort.com/events/resort-events/winterfest>

This is not the official Club activity for the month, but I am planning to try to go. So grab a plane or beg me to let you in mine if I don't have it full already.

❖ **JOE STUBBLEFIELD**

Aircraft rates

Following are our aircraft hourly rates as of 1 February 2012.

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

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

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. There is a new way to log work hours. For full details and pictures, see the December

2011 *Congressional Record*; otherwise, here's a condensed version.

First, you need to set up your user ID and password, if you haven't already done so.

- 1) Go to <http://www.cfcms.org>.
- 2) Your user name is your first initial followed by your last name (example: Russ Stoner --> rstoner).
- 3) To get your password, click the Login link at the top right of the screen.
- 4) Next, click on "Retrieve Password."
- 5) Enter your user name and click the "Send Password" button. Your password will be sent to your e-mail address on file.

Return to the login screen, and congratulations,

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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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you're in!

Now: go to Work Hours on the cfcms.org website.

Select your own name, and you will see right away how many hours you've logged, and how many you have to serve before the end of June.

Submitting work hours is easy: Just click on the box for "Submit Work Hours."

A form will come up. Just enter the date, number of hours you worked, and what you did. Add something like the crew chief or person who assigned you the task in the NOTES section. Then hit SAVE. Your submission will appear with a little blank check box in the "APPROVED" column. The work credit timekeeper (at the moment, Judy Bradt) reviews and approves the hours -- and when she does, a little green check mark appears in the "Approved" column. So far, everybody has submitted hours for legitimate tasks.

Are you a Board Member or do you get work credit hours for other club functions? Click the "Work Credit Hours" box and select your responsibilities from that list, and get credit.

If you have questions, please contact Judy.

Work hours monitor

February is the eighth month of the "work hours year," so by 29 February you should have 13.3 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
Qtr 2	31 December	10.0
Qtr 3	31 March	15.0
Qtr 4	30 June	20.0

To log your work hours, see the instructions above.

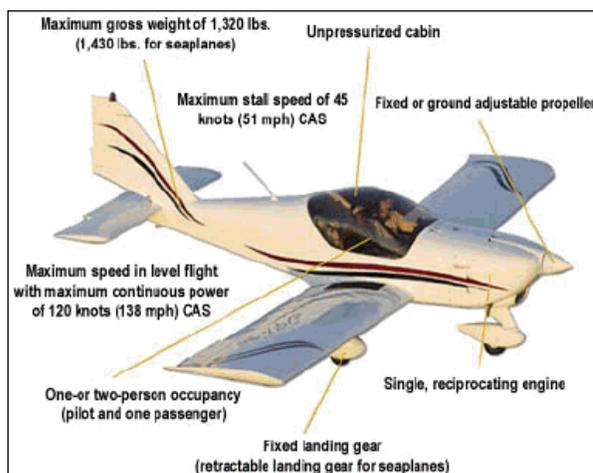
Don't leave your hours until the last minute in hopes of a warm day for a plane wash!

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

LSA Expo

In January, three Club members (**Bill Hughes**, **Dale Thompson**, and **Dick Stroock**) flew to Se-

bring, FL, to attend the EAA Light Sport Expo. The primary purpose of the trip, other than to escape Maryland's nasty winter weather, was to gather information and assess the feasibility of the Club adding a Special Light Sport Aircraft (S-LSA) to our fleet.



We spent a considerable amount of time browsing all the vendor booths, looking at all the spiffy LSA eye-candy, and listening to the sales pitches offered by the vendors. We also attended several seminars that addressed the maintenance aspects of S-LSA airframes and engines.

Florida seems to be the East Coast hub of Light Sport activity, as evidenced by the numerous flight schools in the area that use S-LSA aircraft, and the availability of auto fuel at numerous airports.

The following text addresses some of the attributes and issues surrounding the use of S-LSA's in a club environment.

Airframe: By definition, these aircraft are light, and lightweight components are used throughout. Some are all-aluminum, but most are a hybrid — composite fuselage with aluminum or fabric wings. Composite repair can be challenging and lengthy, as indicated by the Cirrus sitting on its nose by the parking area. It remains to be seen how well these aircraft would hold up in a club environment — our planes are subject to a lot of abuse.

Useful load: S-LSA aircraft have a maximum takeoff weight of 1,320 pounds. The Tecnam series of offerings have a "Standard Equipped Weight" ranging from 700 to 780 pounds, leaving a useful load of 540 to 620 pounds. Subtract about 140 pounds for fuel (about 24 gallons; more on this later) and we're left with 400 to 480 pounds

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for pilot, passenger, baggage, and “stuff.” This is about the same as the C-152 that we owned.

Maintenance: We focused much attention on the maintenance seminars, attempting to learn the pros and cons of LSA maintenance, what training is required in order to perform LSA maintenance, and who can do what to a S-LSA.

Even though both Bill and Dale are certificated A&P’s, we learned they still require additional specialized training before they can legally perform maintenance on S-LSA airframes and engines.

On the plus side, one can become a Light Sport Repairman in about three weeks (120 hours). This can also be a gateway to gaining an A&P certificate, for those who are interested.

Avionics and instrumentation: This typically includes a single NAVCOM, a panel-mount GPS, and transponder. While traditional instrumentation is available in some models, most feature glass panels with extensive engine instrumentation. There are even IFR-equipped models available, complete with GNS 530W. However, S-LSA’s are not currently certified for flight into IMC conditions. This restriction allows the aircraft to be used for instrument training in VMC conditions only.

As long as the aircraft is equipped with position and anti-collision lights, the holder of a PPC can fly the plane at night. In order for an examiner to perform a check ride, the S-LSA must also be equipped with the required backup instruments — attitude indicator, altimeter, and airspeed indicator.

The glass panel aspect presents both pros and cons. This instrumentation provides a wealth of information on the flight environment, and may attract newer pilots who trained using it. For the seasoned pilot who wants to bore a few holes in the sky, it could present quite a challenge to become and remain proficient using this equipment, especially if they fly infrequently and switch between our “steam gauge” aircraft and the S-LSA.

Flight controls: Almost all S-LSA’s employ a control stick in lieu of a yoke. While this may not present a problem for many pilots, it is another challenge for the pilot to master, especially for those who have always flown with a yoke and who switch aircraft frequently.

Interior room: Even though these aircraft are just two-place, they provide a considerable amount of interior space — more than a C-152. The CTLS, for example, has a cabin width of 49 inches, compared to 35 inches for a 152 and 39 ½ inches for a 172.

Engine and fuel: The vast majority of S-LSA’s use the Rotax 912ULS 100-hp engine. This is a proven engine that is built to very high standards and currently has a 2,000 hour recommended TBO. It can run on premium auto fuel (with or without ethanol) or 100LL. Recommended oil-change interval is 100 hours if using mostly auto fuel, more frequently if 100LL is the primary fuel.

The engine is cooled using both liquid and air — the cylinder heads are liquid cooled, but the cylinder barrels are air cooled. This is reported to provide some degree of redundancy should the liquid cooling system fail.

Fuel burn is in the 5gph range, so 24 gallons of fuel provides about 4+ hours of endurance. Reduced fuel loads employed on shorter flights can provide a corresponding increase in payload capacity.

The choice of fuel presents a dilemma. In order to achieve the longer oil-change interval and for the most economical operation, unleaded auto fuel is preferred. Obtaining this fuel presents a problem in that it is not presently available at GAI or other nearby airports. Storing auto fuel on the airport is also a problem as there is no approved method or location to store it. Auto fuel is also more unstable than 100LL, and its quality can deteriorate in a matter of weeks.

Price and availability: The used market appears to be pretty sparse at this time. A scan of Trade-a-Plane reveals only a handful of the more popular makes for sale. Prices, those that were posted, start at about \$70K for a 2007-vintage aircraft. Prices for new S-LSA’s start at about \$90K and shoot up from there, depending on model and equipment, with a well-equipped Remos going for \$169K, plus options.

Summary: As can be seen, there are numerous issues that would need to be addressed before an S-LSA would fit comfortably in our Club environment. Given the low number of hours that our aircraft are currently being flown, purchase of an aircraft of this type, at the current market prices, would be a big financial risk for the Club.

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Within the last year we've sold two of our aircraft, primarily due to lack of use and the cost of the needed maintenance. For the Club to justify the purchase another aircraft, of any type, a dramatic increase in the number of hours flown needs to occur and be sustained.

❖ **DICK STROCK**

FDK class D

'FDK Class D is now depicted on the TAC and the Sectional CHARTS EFFECTIVE FEB 9 (hint: this could be a subject of inquiry from a DE on your next check ride or the next time you fly with your instructor).

❖ **PIOTR KULCZAKOWICZ**

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
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 **Dick Strock** or **Bryan Absher**.

Funny stuff

Controller: AF123, say call sign of your wingman.

Pilot: Uh ... Approach, we're a single ship.

Controller: Oh, oh, s***! You have traffic!

Pop quiz — the answer

Congratulations to **Joe Stubblefield**, who correctly identified **Piotr Kulczakowicz** as the Club member to whom you would wish a Happy New Year by saying, "Szczęśliwego Nowego Roku." Joe just barely edged out **Russ Stoner**, who e-mailed in the same correct answer about 35 minutes later.

Watch these pages for more pop quizzes, and win valuable prizes. (Well, no, not really, but read the newsletter anyway!)