

The Congressional Record

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

Vol. 26, No. 7

Gaithersburg, MD (KGAI)

July 2008

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President's message

As I write this I am enjoying a fun-filled week in beautiful Blackstone, VA (at the moment sitting out a tornado watch). We have four cadets attending the National Flight Academy this year, and three of them received some scholarship support through the Trams Fund. They are most grateful — it shows — and so far they are doing well. I'll have more news following the Oshkosh trip.

In the near future (this fall) we are faced with a couple of serious expenses. We will need to replace the engine in 739BA. The Board and several advisors are looking at various options. As this replacement will be necessary over the winter months, we are seriously considering having the engine replaced by a shop that is nearby and can do it in a reasonable time. Our hangar is just not the place to try and replace an engine in the winter months. It may also be true that we will need to have the engine in 35R overhauled shortly after that.

The C2C trip, while it used up some 50 hours of airplane time on each aircraft, also put "money in the bank" toward these overhauls (about \$8,000). The planes ran perfectly for the entire trip, which reflects on the quality of the on-going maintenance. This, of course, brings us to the maintenance crews and their efforts to keep your airplanes in top shape. Again, a job well done by a few folks. Take a day and learn how to help! It's educational and you'll learn a new skill as well as get work hours — a win-win all around.

Given that the M2 GPS in the Cardinal will no longer be supported with updates, the Board is

also looking at and planning on putting a Garmin 430 in that plane.

So, we have some BIG expenditures facing us in the next few months. Please keep your accounts up to date with positive balances.

There is a new FBO at Carroll County airport (DMW). I talked with the manager last week, and we are in the process of setting up a fuel discount program similar to the one that existed with the previous management. In this case, however, they expect to have the self-fueling operation in place by mid July. Each of our airplanes will be issued a key-card, which should be inserted into the self-serve control unit first, before your personal credit card. The discount will only apply to self-serve, which will be available 24/7. As our volume builds, so will our discount. Currently, truck-delivered fuel is \$5.20 gallon plus some taxes, which brings the cost to about \$5.60 gallon (that's still better than Montgomery). I was told that the initial discount will be 15 cents per gallon, and as our volume builds it will increase. While fuel is cheaper at 2W2 (Clearview), most folks don't like to go there because of the short runway. Very understandable! Just hang in there — our volume is sufficient that our cost will go down with time.

For those attending Oshkosh, I'm looking forward to my first visit — yeah! That's right; I've never been to the show. Guess this is a year for a lot of fun and exciting things.

Don't forget to introduce yourself to our new members; make them feel welcome.

Have fun flying!

❖ BOB HAWKINS

Membership renewals

Remember, every year you need to submit a membership renewal form by 31 May. A revised CFC application form is now in the files section of the AircraftClubs web site. Please use the new form when renewing your membership.

The new form includes a statement regarding following the club rules and regs.

Please DO NOT use the old form.

The new form is in MS Word format and is the 6th form from the bottom of the list in the files section.

❖ BOB HAWKINS

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Chaplain's corner

ON THE WINGS OF THE WIND

God is good. It is affirmed in sacred scripture that humankind is created in the image of God. This is an interesting affirmation. Have you noticed what attributes we ascribe to God? Holiness, righteousness, truthfulness, faithfulness, loving-kindness, power and might, and more! We like all of these characteristics. We like to associate with persons who express these traits in their character. What is it like to deal with a person who is holy, righteous, truthful, faithful, loving, and strong? Well, it is much better to associate with such persons! It is simply nicer to deal with persons who carry themselves with godlike character—who live godly.

There is another description of God in sacred scripture. It is written in Psalm 104:3 where the psalmist pictures God as One "who walks upon the wings of the wind." Can we identify with that picture of God? We do like to associate with persons who in this way are like God. We do like to go upon the wings of the wind. ... "And they're off and flying!"

For those who fly the skies, may the sustaining presence and power of God, who "walks upon the wings of the wind," assure excellent travel, safe flight, and always a cheerful return from that experience up where God, too, walks. May we enjoy doing what God does as we, too, "walk upon the wings of the wind." In another way, we could say that we will take ourselves lightly, that always we will rise up for a comprehensive view, and see graciously with the eyes of God so that we might deal well and kindly with one another! Amen.

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

New members

We recently e-mailed a dozen or so "new members," as identified by Bob Hawkins, and asked them to submit some self-introductions based on a few questions. Some are not so new, but because some of us don't get out and about as much as we should, we have not gotten to meet our latest members. We've got a great group – just check out these backgrounds and aspirations!

DAVE DINARDO

"I joined the CFC because I work with Rich Fenati, who convinced me to get back into flying after a 15-year hiatus.

"I am hoping to be able to travel to see my daughters in college, as well as relatives in the Midwest and Northeast. I'm 50, married to Kim since 1984. We have two daughters: Laura (20) will be a junior at Kenyon College in Ohio, and Sarah (17) will be a senior at Washington-Lee High School in Arlington.

"I started flying when I took a ride with a friend in a Grumman Tiger and was hooked. My parents owned a house on in Chatham, Massachusetts (CQX) on Cape Cod at the time, and flying was the best way to get there for summer weekends. Got my Instrument rating in 1987 and flew pretty regularly until the early 1990's."

Any interesting flights lately? "I flew up to Hamilton, New York (H30) with my younger daughter

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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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to tour my Alma Mater, Colgate University.

"In 'real life' I'm managing Director, Leasing, for Washington Real Estate Investment Trust (NYSE:WRE). The Trust owns commercial properties in the Washington DC Metro area. My group is responsible for the leasing of all of the office, industrial, and medical office properties.

"I am looking forward to getting more "hands-on" experience in basic maintenance, etc. Doing some work on the Cherokee Annual was a good first step."

Welcome Dave! Now, to Adam Donaldson. Is Adam really "new?" He says not, but then what is the meaning of "new"? Perhaps you don't know him despite his evident ubiquity. In that case, read on:

ADAM DONALDSON

"I know I haven't been around much lately, but I'm not new...am I, Bob? Hell, I remember \$50 / hour CFC planes and \$3.15 / gallon fuel. Sounds like 20 years ago, but it's only been 4. But does that make me new?

"Just for grins, here goes: I joined CFC because I wanted the most affordable means to feed my aviation addiction on a regular basis.

"My goals for CFC would be to fly for a reasonable cost in well maintained and well equipped local and cross-country airplanes. Between family and work, I have limited weekend and daytime availability. So I like to help the club in a more paper-pushing kind of capacity.

"I have a wonderful wife, Cathy, and two small pilot-to-be children -- Adam Jr. who is nine years old, and Mary, who is seven. Adam Jr. will be making his third trip to Oshkosh with me this year.

"I started flying in 2003 and learned to fly because I had always been a sky watcher and flight simulator geek. I would park at Frederick or Gaithersburg and watch planes while listening on my scanner. I met a guy at work who flew. He took me to the now defunct Bader Field in Atlantic City. I was hooked. My wife then surprised me with an intro flight for my birthday. The rest is history."

Have you had any interesting flights lately? Adam says, "I haven't flown much lately. But this year I've flown slow and low looking for swans with the Department of Natural Resources (for CAP). I've flown to New York City

both day and night VFR on a trip to Groton, Connecticut and back. I've logged some real good soup time with my buddy Andy. I love both VFR and IFR equally. IFR really challenges a pilot to be the master of the plane. VFR is the real reason many of us fly. It's just so cool to see passengers marvel at the little trees and houses below, just as long as they don't get too big!" [Editor's note: He means the trees and houses, we think.]

Professional work? "Software Development Project Manager for a Telecommunications Test Equipment Manufacturer."

Say hi to Andy even if you have seen him once or twice in the last four years!

ALAN SCHROEDER

Alan's photo is on the club website, he notes. He reports he has been flying since 1994, and started flying, with Sonia Ortega, for enjoyment.

"I trained as an entomologist and plant pathologist, and currently do environmental assessments for agricultural development projects in other countries. Most of my overseas experience is in Africa, where I worked from 1993 to 2001 on locust plagues for USDA and USAID."

Now hear this: Alan writes that he has "had my hands on the controls of a Piper Cub in Burkina Faso and a Cessna Caravan in Mozambique." (We need to know more!) In addition to English, Alan speaks French and Spanish and has used both for his work.

"Sonia and I just built a vacation home on the Pacific coast of Nicaragua. Currently Sonia and I are studying Russian to be able to travel and work with people in former Soviet Union countries, especially along the famed Silk Road."

He joined CFC in August 2007 because? "I heard good things about the club." Hopefully the vibes are still positive. Welcome Alan!

While we all share a love of flying it's clear we are a diverse group and come at this from numerous perspectives. We'd love to hear more personal stories. Please email them to Sandy Gilmour at sgilmour@comcast.net.

And don't forget to wag wings at the newbies!

❖ SANDY GILMOUR

Aircraft operation notes

As most of you know, three of our club aircraft just completed a month-long coast-to-coast

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cross-country trip. This little adventure turned out to be a test of endurance — both human and mechanical. I'm not sure which element came out the winner, but in my opinion, both performed admirably.

To be sure, anytime you throw 6–8 people together for four-plus weeks into the confines of three small aircraft, sharing lodging accommodations, rental cars, courtesy cars, and motel vans, agreeing on restaurants, departure times, etc., there are going to be some disagreements and tense moments. But nobody got thrown from an aircraft over the Rocky Mountains, and we all arrived back at GAI still on speaking terms (I think?), so I guess that must be considered a success.

On the mechanical side, the aircraft performance was also admirable, if not downright excellent, considering all three aircraft are over 30 years old. The fact that the Trams Fund was the recipient of the "Breakdown Pool" is testimony to the quality of maintenance our aircraft receive.

There were a few glitches: N15624 had the starter drive break on our second day in Covington, TN; the battery died while we were grounded by weather in Aurora (Portland), OR; and a balky fuel drain had to be replaced. N739BA had a mini-50-hour, also in Aurora, to comply with the airworthiness directive on the engine, and the pilot-side door handle decided to give up the ghost. And from N20300, our beloved Cardinal, not even a whimper, save the crappy COMM1 transmitter which I used for air-to-air communication with our flying buddies on this little journey. (That didn't bother me though — I could always blame the transmitter if I didn't want to join the conversation.)

Once the aircraft were back home, it was time to check them over. Both N20300 and N739BA received their 50-hour inspections, and the annual inspection on N15624 was begun. All the aircraft appeared to weather the ordeal well, not even any flat spots on the tires, even though all three endured some wicked crosswinds out in the heartland.

One more thing: Those FBO's don't toy with tie-down ropes out where the wind blows — they use

CHAINS!

**EASY ON
THE SEATS!**



The first item on the preflight checklist for N739BA is to adjust the seat height — before entering! This item was evidently missed by one of our intrepid pilots, as the end of the seat height adjustment jackscrew was recently sheared off (see accompanying photo). (To his credit, the offending pilot DID squawk the item.) Attempting to adjust the seat height while sitting in the seat puts tremendous strain on the whole height adjustment mechanism. When we purchased the aircraft, the pre-buy inspection revealed extensive wear on both seats — the result of 30 years of jacking up 200+ pound pilots. The seats were refurbished at that time, at considerable expense, but not all parts could be replaced.

As can be seen in the photo accompanying this article, the height adjustment jackscrew is a hollow piece of metal — aluminum — with a clevis pin in the end that attaches to the seat riser. These components are not that robust; hence the admonition to adjust the seat BEFORE entering the aircraft. If you haven't done so already, spend some time during your next preflight and figure out how many turns, from top or bottom, are required to adjust the seat height to YOUR desired position, and then adjust the seat before you climb in.

Fortunately, we were able to have the jackscrew repaired at moderate expense. We might not be so lucky the next time. These parts are EXPENSIVE, if they can still be obtained.

HANDS OFF THAT SPINNER!

One of the reasons for the extended annual on N15624 is that the bulkhead to which the spinner attaches was found to be cracked. While this failure could result from normal vibration and metal fatigue, it can be aggravated by excessive force being placed on the spinner while pushing the aircraft.

This bulkhead is fabricated from lightweight aluminum, and while the spinner may outwardly appear to be robust, it is far from it. This thin piece of aluminum is attached to the prop by just four bolts, and is subject to considerable vibration and eventually, metal fatigue. Needless to say, departure of the spinner during flight will be a real attention-getter — a safety-of-flight issue. It could even ruin your whole day!

So, don't EVER push on the spinner when repositioning an aircraft on the ground. Push on the wings, or the wing struts, or the cowling if nec-

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essary. If you must push on the prop, apply pressure on the blades close to the hub, but NEVER THE SPINNER! The life you save may be your own!

FUEL COST

With fuel in excess of \$5 per gallon and rising, we need to do everything we can to reduce our fuel cost. Fuel is now the biggest contributor to aircraft operating costs, and this cost is directly reflected in rates charged for our aircraft. For example, if we're burning 10 GPH, a \$1.00 increase in the price of fuel raises the aircraft rate by \$10.00 per hour.

The C2C group made extensive use of the AirNav and AOPA Web sites to locate the best prices for fuel. AirNav is especially good, because you can enter an airport identifier located in the area where you plan a fuel stop or stay-over, and it will provide you with multiple airports in that area and their current fuel prices. If you haven't tried it, check it out before your next XC at <http://www.airnav.com/fuel/local.html>.

A word of caution, however. Many FBO's are now not quoting the actual cost per gallon, including taxes. We found during the C2C trip that fuel advertised at, say, \$5.00 per gallon ended up costing as much as \$.25 more per gallon once all the taxes and flow charges were added. The best thing, once you have narrowed your list, is to call the FBO and ask if their advertised price includes all taxes and charges.

Also, if you are planning a long XC, throw AOPA's Airport Directory in your flight bag. It contains a wealth of information about airports, FBO's, services, restaurants, lodging, etc. We found it invaluable for our planning (although it doesn't provide a listing of all of Ruth's cousins).

ENGINE LEANING

Another factor that can help keep down our aircraft rates is proper leaning of the engine's air/fuel mixture — you know, that red knob on the panel. It's used for more than just shutting down the engine.

Proper leaning not only reduces fuel consumption, it also results in a cleaner burning engine. At best, a mixture that is too rich can result in fouled plugs and a rough-running engine. Talk to an A&P about the other, more serious, adverse effects of a mixture that is too rich.

At \$6.00 per gallon, an increase in just one gallon per hour results in a rate increase of \$6.00 per hour — pretty simple math, don't you think?

We see evidence of fouled plugs at almost every 50-hour inspection. Lead deposits can build up on the center electrode of the spark plugs and reduce the intensity of the spark. In severe cases, the center electrode shorts to ground and the plug just ceases to fire. This results in an excessive magneto drop, and possibly an aborted flight.

Most of our aircraft have an exhaust gas temperature (EGT) gauge, or an engine analyzer to assist the pilot in adjusting the fuel flow to achieve an optimal air/fuel mixture. If you are not sure how to use it, ask an A&P or a CFI for guidance.

Happy flying!

❖ DICK STROCK

Aircraft rates

Following are the current aircraft rates (tach, wet, except as noted), as of 1 June 2008.

N25883 (C-152)	\$70.00
N5135R (C-172)	\$85.00
N739BA (C-172)	\$87.00
N15624 (PA-28-235)	\$121.00
N20300 (C-177)	\$98.00
CAP	\$52.00 (Hobbs, dry)

Please continue to purchase fuel elsewhere (*i.e.* not at GAI unless necessary). We have managed to hold off increasing rates until now, thanks due to everyone's efforts to control fuel costs.

[*Editor's note: "Elsewhere" is shorthand for Elsewhere Regional Airport, or KELS; you can find it on the Hellandgone sectional.*]

Maintenance report

The Annual Inspection season is upon us again, and members will have ample opportunity to get their required work hours in over the next few months. The 2007 season was a long, tiring ordeal for the mechanics, crew chiefs, and the members who regularly assisted them. I urge you to lend a hand so 2008 is not a repeat of last year.

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We have made a good start this year. As of this writing, the annual is complete on N739BA, and almost complete on N15624. Below is a summary of what has been completed so far, and what we anticipate for the remaining aircraft:

N739BA (C172)

The annual inspection on 9BA began on 30 March and required about four weeks to complete. In addition to the normal inspection items and cosmetic repairs, a thorough overhaul of the landing gear was performed, including new tires, tubes, bearings, and brake pads, and both master cylinders and wheel cylinders were overhauled. New seat rails were installed for both pilot and copilot seats (a real pain, literally), and a new fuel quantity indicator assembly was installed. An Exhaust Gas Temperature (EGT) gauge was also installed to assist the pilot in proper engine leaning.

As of the last 50-hour maintenance on 9BA, the engine was just 75 hours from TBO. By the time the aircraft returns from Oshkosh, it will be at or past TBO. The club mechanics are currently assessing the engine options — replacement or overhaul — so expect this aircraft to be out-of-service for about a month later in the fall.

N15624 (PA-28)

This inspection began on 9 June and initially went quite well. It appeared the annual would take about two weeks, and the aircraft would be back online ahead of schedule. That was until the prop was removed to replace a worn alternator belt. Upon reinstallation of the prop, it leaked oil during the runup and could not be corrected. The prop was sent out for overhaul and a few days (and \$3,200) later, the prop was back and remounted. During prop removal, a crack was noted in the spinner bulkhead and a replacement ordered from Piper. Unfortunately, the replacement part, although the correct item, does not match the dimensions of the original, and the spinner will not fit the new bulkhead. While our mechanics are working with Piper to resolve the issue, the aircraft remains in the hangar.

N5135R (C172)

This annual is scheduled to begin 31 July and is expected to be complete by 9 August. This aircraft is much like the Timex watch — takes a lickin' and keeps on tickin'. While no major issues are anticipated, it seems there are always

some surprises. An EGT installation is planned for this aircraft also.

N20300 (C177)

The annual on the Cardinal would normally be performed in September, but it is scheduled to be on an extended trip that month, so the annual will begin on 18 August and run through 2 September. This aircraft had a new engine installed last year, and it ran beautifully during the C2C trip. So again, no major issues are anticipated.

There are, however, some issues with one of the COMM radios, and database support for the Northstar GPS is being terminated by Jeppesen early in 2009. You should anticipate this aircraft being out of service for 1-2 weeks later in the fall for some communications work and installation of a replacement GPS.

N25883 (C152)

This annual is due in December, but if scheduling permits, it may begin November before the weather gets too cold. The aircraft has reportedly been running well, but there was some question regarding the engine's health during last year's annual. Stay tuned.

❖ **DICK STROCK**

Crew chiefs

A/C	Chief (Assistant chief)
N15624	Dan Hayes (Dan Larson)
N20300	John Peake (Dan Boyle)
N5135R	Vic McGonegal
N739BA	Dick Strock
N25883	Ruth Hornseth (Bruce Drury)
N6429T	Gashaw Mengistu

Work hours

Amy McMaster (AJMcMaster@venable.com) has taken over work hour coordination; contact Amy to find out what jobs are available. Thanks, Amy, for taking this on!

Mike Regen takes care of recording the hours that you work. You can e-mail your work hours to me (capflyer071@yahoo.com). When sending them to me, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help me organize the e-mails for future reference if there are any discrepancies.

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Thanks to all of you for stepping up and helping keep our club strong.

❖ **MICHAEL REGEN**

Work hours monitor

July is the second month of the "work hours year," so by 31 July you should have 3.3 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	31 August	5.0
Qtr 2	30 November	10.0
Qtr 3	28 February*	15.0
Qtr 4	31 May	20.0
*29 February in a leap year		

If you're in doubt about your work hours, contact **Michael Regen**; if you're looking for jobs to do, contact **Ray Fields**.

Fly out for July

We have at least two club planes going to Oshkosh. Not exactly coast to coast, except for the Lake Michigan part. There will be other club folks going in other planes and flying buses, plus hopefully Ruth in the beermobile. Some may be going up on Friday or Sat (25 or 26 July), and others are planning on going up on Tuesday, 29 July. Let me know if you have ideas for August or later months activities and I will try to oblige.

❖ **JOE STUBBLEFIELD**

Your flying account

Piotr Kulczakowicz and **Raj Upoor** are the club flight-time accountants.

Reports through 30 April 2008 are now posted in the Files section of the *AircraftClubs.com* site. They will also be available in a binder in the trailer about the 15th of each month for the prior month.

If you return to GAI after fuel has closed for the day and can't enter your fuel purchase in the aircraft logbook, e-mail Piotr at:

go62onair@hotmail.com

Also contact Piotr if you find discrepancies in your account.

This just in:

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, where **Bob Hawkins** and I will deposit them to the flying club account.

Thanks for your cooperation.

❖ **ZELICK (ALEX) WAGANHEIM**

Funny stuff

[Thanks to **Dan Hayes** for this one, which has been around for a while but is worth publishing again.]

A vulture boards an airplane, carrying two dead raccoons. The flight attendant stops him and says, "I'm sorry, sir, *only one carrion allowed per passenger.*"

More new member bios are coming! Watch for the August issue.... Please send yours to Sandy at

sgilmour@comcast.net.