

The Congressional Record

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

Vol. 26, No. 8

Gaithersburg, MD (KGAI)

August 2008

In this issue

President's message	1
Membership renewals	Error! Bookmark not defined.
Chaplain's corner	1
Aircraft operation notes	2
New Members	2
Oshkosh!	3
Maintenance report	6
Crew chiefs	7
Work hours	7
Work hours monitor.....	7
Fly out for July	7
Your flying account	7
Address for checks.....	8
Funny stuff.....	8

President's message

With the summer almost over it is time to start looking ahead. The cool weather just invites us to go flying. N739BA will be down for some weeks starting in mid-September. We have ordered a new engine as well as a PowerFlow exhaust. The new engine has a new type of oiled cam that should help improve performance, as should the PowerFlow. For those who fly the Cardinal there is little to compare it with because that plane came with a Power Flow exhaust, and the exhaust was moved to the new engine when it was installed last year. Many of you will remember the dramatic performance increase we experienced when a new engine and PowerFlow were put in N78149. I don't expect that kind of improvement as N739BA is a pretty good plane to start with. With any luck, though, we will see a slight decrease in fuel consumption and some improvement in cruise performance — at least, I hope so.

Of course, this becomes a work hour OPPORTUNITY. We will probably be working on the plane every day Saturdays and Sundays included, so there are no excuses for not getting in your work hours. If you're not careful, you might even learn something!

With the new engine come some initial travel and operating restrictions. The plane will be limited to about 100 miles (give or take a reasonable amount) during the break-in period. Also there will be some specific power setting requirements during this period. These restrictions and operating parameters must be adhered to in order to assure a proper engine

break-in. I would remind everyone that last year we had a gentleman who chose to ignore these "guidelines." That gentleman is no longer a member of the club. Enough said.

Dan Hayes is handling the installation of a Garmin 430 in the Cardinal. That too should be done by the beginning of September. Please work with Dan on scheduling the plane so that the installation can get done in a timely manner. Our goal here is to have the minimum number of planes down at any one time.

Although fuel prices are apparently stabilizing, other expenses are not. As this newsletter goes to press the Board is looking at our overall expenses and it appears that a small increase in rates and possibly dues is in the offing.

OH! And congratulations to **Amy McMaster** on a job "well done." She passed her Private Pilot check ride! With flying colours —the spelling is in deference to her Canadian background and their insistence on not spelling "color" correctly!

[*Editor's note: Bob, you're slipping. You forgot to say that Amy now has her Private Pilot Li-
cence! (They insist on misspelling that too.)*]

❖ **BOB HAWKINS**

Chaplain's corner

PRAYERS ON THE MOON

James Dillet Freeman devoted 70 of his 91 years to service in the Unity School of Christianity, headquartered today at Unity Village near Lee's Summit, Missouri. Without details of description, Freeman affirms that he experienced a dramatic life-changing spiritual encounter with God that transformed his understanding and work completely. He had always aspired to be a poet. He wrote poetry and taught metaphysics at the Unity School of Christianity. It is estimated that his writings, which have been translated into 13 languages, have touched the lives of more than 500 million persons around the world. Astronaut Edwin "Buzz" Aldrin, Jr., carried one of Freeman's prayer poems to the moon aboard Apollo 11 in 1969. He carried the prayer that Freeman wrote during WW II just after the bombing of Pearl Harbor. The prayer is a faithful, positive affirmation of the presence of God in our lives.

"The light of God surrounds me; The love of God enfolds me;

The Congressional Record

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

Vol. 26, No. 8

Gaithersburg, MD (KGAI)

August 2008

The power of God protects me; The presence of God watches over me.

Wherever I am, God is."

In 1971, Astronaut James B. Irwin carried another of Freeman's writings to the moon aboard the Apollo 15 mission. It is entitled "I Am There." And again, it is an inspiring and powerful affirmation of the presence of God with us.

May we enjoy our squadron and club activities this summer with gusto, safety, full shared responsibility, and a sense that God is very present unto us! Amen.

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

New members

From time to time we are publishing bio information on new members. Please say hello to **Eran Raviv** and **Amy J. McMaster**.

ERAN RAVIV

Eran notes "I'm originally from Israel, in a small village at the south part of the Negev (the south desert part of Israel — it covers 2/3 of the entire land of Israel)." Eran served for a long time in the Israeli IDF in the Marines squad, he says, noting that "Since I was a child I had a dream to be a pilot. My uncle is a pilot in the Israeli national Airline (El Al) and he was and still is my mentor to achieve my dream — as we can see, it looks like I'm on the right track."

While staying in the U.S., Eran decided to take his studying one step forward and get his bachelor's degree in politics – international relations. "I find this era really interesting while around the world we are feeling big changes and a lot of important events taking place in the present that will leave big marks in our history." Eran writes that he joined the club a little more than three months ago, and "It seems that I made the right choice." He holds a commercial license and is looking for his ATP with a "big ambition to get into one of the airline companies in the U.S." His motto, as he signed off his bio, seems to be: "Fly low and safe."

AMY J. MCMASTER

Amy says she started her flight training in January because — well, let her tell the story:

"I work with **Greg Brown**, who is a flying nut (er, 'extreme aviation enthusiast') and we got to talking about flying one day, and he offered to take

me up a few days shy of my 30th birthday. It was love at first flight. **Rich Fenati** was then kind (crazy?) enough to volunteer to be my flight instructor, and the rest is history. I soloed in March and am hoping to go for my check ride soon."

Amy has a blog --

(<http://www.randyarmadillo.com/youngjedi>), in which she tells the story about a fun trip: "Rich and I recently completed a much-anticipated flight to Montreal, along with my pseudo little sister, Gillian. We had some great fun along the way, between thunderstorms and U.S. customs agents, who apparently believed Gillian was only one step away from a national security threat."

Where does Amy want to fly? "The list of places is larger than my bank account, but I'm looking forward to a long life of flying, so there's plenty of time, eh?" (Continued next page)

This newsletter is published monthly by the Congressional Flying Club, Inc., and Montgomery Senior Squadron #18073, CAP. Unsigned articles represent the opinion of the editors, who are solely responsible for their content. Contents copyright © 2008 Congressional Flying Club, Inc.; Montgomery Senior Squadron #18073, CAP; and individual authors.

*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*

Flying Club Board of Directors

President	Bob Hawkins
Vice-President	Dick Strock
Secretary	TBD
Treasurer	Arjan Plomp
Chaplain	Edco Bailey
Members at Large	Bryan Absher, Ruth Hornseth, John Peake, Arjan Plomp, Michael Regen

Flying Club Administration

Scheduling	Dan Golas
Flying Accounts	Piotr Kulczakowicz, Raj Uppoor
Work Hours Program	Michael Regen
Mtnce Advisor	Bill Pechnik
Mtnce Coordinator	Bill Hughes
Safety Board President	John Peake
Public Relations	Mark Gladstone

CAP Squadron Administration

Commander	Bob Hawkins
Deputy Commander	Dick Strock

Newsletter

Editors	Andy Smith, Sandy Gilmour
Production	Andy Smith, Sandy Gilmour
Mailing/Distribution	Chip Fleming, Dan Golas

The Congressional Record

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

Vol. 26, No. 8

Gaithersburg, MD (KGAI)

August 2008

For her day job, Amy is an environmental attorney with Venable LLP, based out of the D.C. office. "If you're ever at the Verizon Center, come over and say hi! We're right across the street. I primarily do criminal environmental defense — so I get plenty of quality time sitting across from AUSAs and DOJ attorneys — as well as civil regulatory compliance work for public and private entities."

Whew. Does she have free time? Amy wrapped up her bio for us this way: "In my spare time, I like to take long walks along the beach, cook ... uh, just kidding. I'll stop before I embarrass myself. Oops. Too late. Cheers!"

Not at all. Welcome, **Amy** and **Eran**!



Figure 1: Amy McMaster, the Club's newest Private Pilot

❖ SANDY GILMOUR

Oshkosh!

Last week my dad and I flew to Oshkosh. We went once before, two years ago, flying by airplane into Milwaukee, then driving to Oshkosh. We camped next to the car and never saw anyone we knew. Although there were a few pilots there from Congressional, they had flown themselves in, were camping with the planes, and departed the morning after we arrived. This year, though, my dad and I were committed to

flying out and camping. He drove down from Maine and arrived on Monday, the day that Airventure started. We planned to leave for the flight to Oshkosh early Wednesday morning, so we packed the plane Tuesday evening.

Wednesday morning dawned gray and foggy. The haze was thick and the air was hot and humid. I delayed our departure and wavered on whether we should go. The visibility at Dulles was below VFR minimums, and the visibility at Gaithersburg hovered between 3 and 4 miles. Finally, around 1000, conditions seemed to be improving a bit, so we took off, knowing we might have to stop and could get stranded while we waited out the weather.

We didn't get very far. The visibility aloft was terrible. I knew there were thunderstorms to our north, but after about 150 miles it started to rain, so I called Flight Watch for an update. It turned out that a line of thunderstorms had formed in our path, so we diverted and landed in the rain in Wheeling, West Virginia (KHLG).

Wheeling has a cool terminal full of vintage air travel memorabilia, but there was no restaurant. I asked if there was a ramp car we could borrow, and the nice man handed me the key to a bright red county truck used to plow the runways. We drove around Wheeling for a while — it is a rundown, dirty coal town along the Ohio River. We finally found a place for a greasy sandwich, and then returned to the airport after stopping to put some gas in the truck. From what I saw, the airport is the nicest thing about the town.

It was no longer raining. I talked for a long time with a weather briefer and finally decided to take off and continue, but keep our course much further south than I had originally intended. Heading toward Marion, Ohio, rather than north of Akron, would allow us to go around the line of thunderstorms. Once we were west of them, the weather looked good.

An hour or so after leaving Wheeling, we passed the last of the clouds and turned north as the sky opened up, bright and blue. We landed in Jackson, Michigan, topped off the tanks, changed the bulb in the landing light, and had a bite to eat. The next leg of our trip would take us across Lake Michigan and on into Oshkosh.

I briefed my dad on water evacuation procedures, making a point of telling him NOT to inflate his PFD in the plane. Then we took off from

The Congressional Record

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

Vol. 26, No. 8

Gaithersburg, MD (KGAI)

August 2008

Jackson and headed northwest toward the shore of Lake Michigan. We climbed to 8,500 feet and before long the shore of Lake Michigan appeared in the clear air. It was beautiful. We checked in by radio with Flight Service as we crossed the shoreline and every ten minutes thereafter as we flew across the lake. This might have been my favorite flying ever. The air was clear and smooth. The texture of the waves on the water was clearly visible a mile and a half below us. There was only water as far as we could see in any direction, and only scattered shreds of clouds aloft. It was surreal and beautiful and peaceful.

We crossed the lake shore north of Milwaukee and headed inland before turning north for the arrival procedure into Oshkosh. The arrival procedure requires that you fly relatively slow (90 knots) and low (800 feet above the ground) from one waypoint to another along railroad tracks, then toward the airport at the direction of air traffic controllers. Multiple aircraft are converging at any one time, so we're required to fall in single-file line with only a half-mile separation. As we approached the first waypoint, though, the controller announced that the airport was closed and we should turn away. We turned back south and flew broad circles over fields and wind farms while we waited.

Before long we were told we could continue toward Oshkosh, so we headed to the first waypoint. We fell in behind a Cessna, with a Cirrus falling in behind us. The Cessna was flying slower than it was supposed to, so I slowed the Tiger and hoped the Cirrus could fly that slow as well. The tower cleared the Cessna to land on Runway 36L, then us as well, so we touched down on the runway behind it, then taxied onto the grass as we slid the canopy open.

We followed the haphazard directions of the ground marshals as they directed us for miles back and forth around the airport before we finally got to the right spot and were met by the smiling face of **Joe Stubblefield**. I was so excited upon arriving, so happy to see Joe, and so frustrated from our travels around the airport and dealing with the rude marshals that, without thinking, I started to turn the plane to park it. This angered our neighbor, whose tent was buffeted by our prop wash until I realized my mistake and shut the engine off. Oh, well, at least the flying part had been wonderful, and after

several days of apologizing we did make friends with our neighbor before the end of the week. I almost hope to see him next year!

As we settled in and unpacked the plane, I took stock of what airplanes were nearby. A hundred feet away was the Cardinal, flown in by CFC members **Adam Donaldson**, **Doug Holly**, and Adam's son. Next to the Cardinal was a 182 from TSS, flown in by Darren Pralle. Two wing-lengths away was a Cirrus, piloted by Gaithersburg instructor Meredith Saini and Peter Winik. Two rows over was 739BA, flown in by **Joe Stubblefield** and **Gashaw Mengistu**. There were also two homebuilt aircraft flown in by CFC members: **Mike Regen's** RV-7A and the RV-8 flown by **Arjan Plomp** and **Bruce Drury**. It was almost like camping on the ramp at GAI! Unfortunately, we had missed **Alex Gertsen** (who had been there with his Mooney), **Bob Hawkins**, and **Bob Gawler**.

By the time we had the plane tied down and unpacked, it was dark, so we settled in for our first night. I slept well in the tent and it was still very early by my biological clock when a terrific roar woke me abruptly from sleep. I scrambled from the tent to see a gaggle of WWII bombers taking off on the runway near our tent. It was 0600. Welcome to Oshkosh!

I had the fixings for camp coffee, so I made some and tried to wake up while watching the planes take off. Then we walked over to the Cardinal and TSS plane for some breakfast prepared by our fellow Gaithersburg pilots. That initial breakfast set the tone for the rest of the week — good people, good food, good weather, airplanes all around. It was like a bathroom pass from high school with permission to do nothing but talk about airplanes from dawn to midnight, in a place where the sun always shines, the food is always good, and the kids are all above average.

We spent the next several days walking around, looking at hundreds of airplanes of every kind, airplane gadgets, aerobatics, airplane tools, etc. And spending money. We also spent plenty of time just camping and hanging out with the planes and our Gaithersburg friends, enjoying the good company and the ever-present sound of airplanes landing and taking off.

On Saturday, our last full day there, we returned to the plane in the afternoon and watched the air show while stretched out on the grass in the

The Congressional Record

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

Vol. 26, No. 8

Gaithersburg, MD (KGAI)

August 2008

shade of the wings. It was wonderful and peaceful, yet still infused with the excitement of aviation. Many people had already left by this point, and the Tiger was beginning to look a bit stranded in the large field with so much empty space around it. It was time to go home.

With a good forecast and other planes headed the same way, the trip home promised to be both fun and beautiful. Three other planes were leaving Sunday morning for Gaithersburg, so we all planned a route that might let us stop for lunch together. We had clear skies and a good tailwind for the first part of the trip, seeing ground speeds of 150+ knots as we crossed Lake Michigan. Gashaw, Karen, and Ken took a different route home in N739BA to avoid the lake crossing, but Mike Regen and Adam Donaldson were ahead of us, on the same route, and we checked in occasionally by radio.

We caught up with the Cardinal and Mike's faster RV in Mansfield, Ohio, for lunch and fuel. Adam took off soon after we arrived, promising to provide advance information by radio about conditions ahead. After lunch, we paid our gas bill, then took off to the east, with Mike and Joe taking off a couple minutes behind us and quickly passing us in their faster plane.

We climbed to 11,500 feet to stay above the clouds, and our GPS shows that we averaged a ground speed of 135 knots for the rest of the trip. We chatted with Mike and Adam on the radio every so often and chuckled as we heard Adam's exclamations as Mike passed him a few miles before reaching Gaithersburg. Not long after, two hours after leaving Mansfield, we entered the downwind leg for Runway 32 and touched down to complete our trip.

Adam Jr. was sitting by the Cardinal as I shut down the plane and I walked over to say hello. Adam Jr. is nine years old and this was his third trip to Oshkosh with his dad.

"It's not that I don't want to be home, it's just that I don't want it to be over," he said as I approached.

"Are you looking forward to next year?" I asked.

"Yeah, but it just seems so far away." I agree. But I can't wait.

(A web version, with pictures, is online at <http://www.randyarmadillo.com/flying>)

❖ GREG BROWN

More Oshkosh!

Copyright ©2008 EAA
Reprinted by permission

From 'Around the Field' by Jack Hodgson
Volume 9, Number 2, EAA AirVenture Today
July 28, 2008

What caught my attention was the red dragon on the tail.

Adam Donaldson, his son Adam Jr., and friend Doug Holly are securing their plane and setting up their gear in the North 40 campground. They arrived to AirVenture 2008 on Saturday from Gaithersburg, Maryland.

This is Adam's fourth time to the fly-in. His memories of the first visit are of being overwhelmed.

"Just being blown away. The first year we left on Wednesday. I thought, camping Saturday, Sunday, going to the show Monday, Tuesday would be enough. But I remember leaving Wednesday thinking, it's not enough."

Adam has been flying for five years. Doug, who has just earned his private pilot certificate, is here for the first time.

They made the half-day trip to Oshkosh in their club's Cessna 177B Cardinal. The red dragon on the tail has a story behind it. They call it "the reluctant dragon."

"We're a Civil Air Patrol squadron and a flying club. It has to do with the Civil Air Patrol squadron."

It seems that they are not your typical CAP squadron. Always doing things differently and not quite fitting in.

"They're renegades," says Adam. "So they call themselves the reluctant dragons. The current president of the squadron used to wear a red flight suit in the '80s, and they used to give him such a hard time for wearing it. So all of our club planes have the red dragon on them."

Getting their campsite set up in the North 40, they're awaiting the arrival of another member of their club. He's inbound to AirVenture for the first time, in his RV-7.

"He gets everyone at the flying club to come out and help with his airplane. We've all been building his airplane for five or six years. We're happy to see it show up at Oshkosh."

The Congressional Record

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

Vol. 26, No. 8

Gaithersburg, MD (KGAI)

August 2008

Adam is interested in checking out diesel engine technology at this year's fly-in. His interest in diesels is primarily for fuel savings and simplicity.

"Yes, diesel fuel is more expensive, but you figure this Cardinal burns about 14 gallons an hour. And an equivalent diesel is gonna burn about half as much. Then you factor that in, along with fewer moving parts, and theoretically lower maintenance costs. When you compare a Lycoming or a Continental TBO to diesel you come out ahead even with the retrofit costs."

This is 9-year-old Adam Jr.'s third time to AirVenture. What does he remember from his past visits?

"Ummm, our plane got soaked. It rained." And what planes does he remember? "I like the F-22 and the P-51."

Aircraft rates

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

Maintenance report — or, 'Off to the races'

Servicing landing gear wheel bearings is one of the preventive maintenance items allowed under FAR Part 43 Appendix A, and is a required task during an annual inspection. It's not a difficult task — maybe a little messy, but not difficult.

I won't go into all the messy details here, but just hit the big points. If you've never done it before, ask a qualified person to show you how to get at the bearings.

After removing the wheel from the aircraft and removing the bearings, the first task is to clean the bearings — REALLY clean them. Drop the

roller bearings into a pan of mineral spirits and let them soak while you inspect the "races," that is, the bearing cups. Now take a paper towel and wipe the races. Again, get all the grease off them so they shine. You can't perform a good inspection unless they are REALLY clean.

Next is the inspection. Walk outside the hangar where you've got some good, even light and look at the bearings and races. Your first indication of trouble is discoloration. If the bearing race or any of the bearing rollers are discolored, the bearing has overheated. Look closely at the race and run your fingernail very lightly around the race surface. It should be perfectly smooth. If you see any imperfections, or your fingernail catches on anything, no matter how small, the race and bearing should be replaced.

If the race passes inspection, then look at the bearing. Finish cleaning the bearings using a small brush and remove every speck of old grease. Blow them dry with air and wipe them with a cloth. This inspection takes a while, because each roller must be inspected around its entire circumference, and there are usually 12 to 24 rollers per bearing. Sit down and take your time. A good bearing inspection will take 5–10 minutes each — imperfections can be very difficult to spot. Again, if you see or feel any pits, flat spots, or scratches, replace both the bearing and the race.

Below are two photos of what to look for. These components were removed from the wheel of N5135R just this past week. The race is actually in pretty bad shape, with multiple pits. Finding a bad roller is more difficult to spot.



Figure 2: Pitted bearing race

The Congressional Record

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

Vol. 26, No. 8

Gaithersburg, MD (KGAI)

August 2008



Figure 3: Pitted bearing roller

If you find either condition shown in the photos, both the bearing and the race should be replaced. This must be accomplished under the supervision of an A&P.

If the races and bearings pass inspection, then they can be repacked and reinstalled in the wheel. Again, if you have never performed this task, ask someone to show you how it's done.

❖ **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.

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

❖ **MICHAEL REGEN**

Work hours monitor

August is the third month of the "work hours year," so by 31 August 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	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 August

Hooray for Luray!!! Okay, boys and girls, get ready for this!!! Make sure you have just enough gas to get there so we can buy the cheap stuff there too — \$5.18 at last visit. [Editor's note: we'll all make sure that "just enough" includes required reserves, right????] Anyway, leave at 0830 for the very scenic ride to Luray. Get courtesy hauled to the Farmers breakfast place. Then hauled over to the Caverns or bug out for home if you really feel the need for daylight, or do the antique shops and other stuff around there if you're not "too manly" for that sort of thing. Let me know if you can go. We even have a plane for Todd lined up. We might even see if you can navigate to there and never go above 2000 feet. Hush Dick!

Say intentions please!

Also, we are looking to go to New York state for either Dart field 4 October or to Rhinebeck in late September or early October. Let me know your interest in those.

❖ **JOE STUBBLEFIELD**

Your flying account

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

The Congressional Record

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

Vol. 26, No. 8

Gaithersburg, MD (KGAI)

August 2008

Reports through 31 May 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.

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

[We present herewith another of Bftsplk's Laws]

If you have an unexpected day off, the weather, which has been beautiful for the last four days, will be 100 and a half all day.

Exception: If you want to practice instrument flight, the weather will be CAVU all day.