

I switched back to Left and Boni used the problem as a learning opportunity for me. He asked me if we should continue on to Greensboro. I said 'no way, let's land'. He confirmed that I had made a good choice as I contacted the controllers to inform them of the problem and requested vectors to the nearest airport - Martinsville, Virginia. Boni told me to reduce power since we were only running on the one magneto and suggested that I make a high approach, as if I had an engine-out. He also told me that if I ever tried to restart an engine that had completely stopped it was important to reduce the throttle prior to turning the magnetos back on. Otherwise, the engine could misfire and damage the exhaust manifold. The landing was uneventful, but then we were concerned about the chances of finding a mechanic since the airport seemed quiet. Fortunately, a mechanic walked up to greet us. He was able to diagnose the problem as a failed magneto, which is apparently rare. He said that usually the problem is fouled plugs or a worn gear. We had to wait until the next day for a new magneto to be shipped in. You've all probably been stuck somewhere overnight, so you know how that goes.

We had one last challenge. The new magneto didn't arrive until the afternoon and there was a storm bearing down on us. The mechanic installed it and we got out just in time. Plus, I got to log some actual instrument time on the way home.

➔

Is the Paperwork Done?

Harry Kraemer

It's Not Complete Until the Paperwork is Finished!

Have you ever been in a hurry to pickup an aircraft that your mechanic has just finished an annual on? The conversation usually goes something like this.

Mechanic: She's all finished. You can take her and I'll do the paperwork later.

Pilot or aircraft owner: Great, just in time for my trip. No hurry on the logbooks, I won't be back for a week.

What's wrong with this? For starters, the annual is not complete. An annual is not complete until it is signed off in the logbooks.

Pilots, mechanics, and flight instructors all seem to be a little too relaxed when it comes to aircraft paperwork/logbooks. Inspection signoffs are just one of the problem areas. When equipment is removed and/or replaced with something else is another area. You have to be very careful when a FAA form 337 is used to put something in an aircraft. To remove such an item may require another 337 (depending on the type of equipment and/or installation). When in doubt about whether or not a 337 form is needed, check with your local FSDO.

An aircraft without all of the proper paperwork is an un-airworthy

Special Announcements & Notices

➔ We currently have 5 openings in the club for new members. Any member who introduces a new pilot to the club is eligible for 1 free hour of flight time. There are 0 people on the waiting list!!

➔ Airport Frequencies

The fuel frequency for Montgomery Aviation is 122.85, which is the same as the lighting frequency for GAI.

➔ New IFC Members

Please welcome the following new members to The Inn Flying Club:

Cliff Soon

aircraft. F.A.R. 91.7 addresses this by saying "No person may operate a civil aircraft unless it is in an airworthy condition". Operating an un-airworthy aircraft is not only in violation of the F.A.R.s, there could be some insurance issues at stake here also. Most insurance policies state that the aircraft must be operated and maintained according to the F.A.R.s in order for the policy to be valid. Would you fly an aircraft without valid insurance?

Show up for a check-ride with something missing or not exactly correct in the logbooks and the examiner can and sometimes will fail you. A good friend on mine was taking an initial CFI flight test with the FAA at the local FSDO and while the inspector was examining

the logbooks, he found something missing and grounded the aircraft. The inspector did allow the CFI applicant to fly the aircraft home after paying the fee and obtaining a ferry permit. I know for a fact that each and every year, applicants fail check-rides due to incomplete aircraft paperwork. In 1992 I was involved with the local FSDO and an examiner in developing a "Practical Test Feedback" reporting and tracking program. And the stats show that each and every year, this is an area where applicants fail.

One area that often comes up on check-rides is the weight and balance. The current weight and balance must reflect the equipment in the aircraft. If not, it must be corrected.

These are just some of the areas where I have noticed problems. If you are not sure about something, ask a local examiner or call the local FSDO. Don't be afraid to demand that your annual be signed off before taking your aircraft from the shop. After all, this is part of what you paid for. ➔

Balsa Over the Atlantic

Submitted by Scott Silverman

We've seen a lot of far-fetched aviation record attempts, but this one is new even to us. It seems a group of Maryland model-plane enthusiasts are hoping to fly a remote-controlled balsa-wood model across the Atlantic Ocean. Maynard Hill, a retired Silver

Spring, Md., aeronautical engineer, and his cohorts are ready to go with an 11-pound, 6-foot-wingspan model airplane. The group is in Newfoundland, awaiting the right winds and weather to launch from Cape Spear on the Canadian peninsula -- the easternmost tip of North America -- and land some 30 to 40 hours later in Ireland. ➔

UFO's without Clearance?

Submitted by Scott Silverman

WHAT'S BLUE, LOW-FLYING, AND FASTER THAN AN F-16?

A Waldorf, Md., man told the Washington Post that he saw a U.S. military jet lose a race with a UFO over his house early last Friday. Renny Rogers said he heard jets flying low in the middle of the night and went outside to see an F-16 chasing a light-blue object. The object, he told the Post, left the jet "in the dust." Military officials acknowledged that two F-16s were scrambled from Andrews Air Force Base after a "track of interest" was plotted on radar, but "everything was fine" and they went home... but then, isn't that what they always say? ➔

Upcoming Meetings & Events

August Meeting

8/21/02

8:00 Tom Grass' Offices
Thomas AAA Moving &
Storage Company
7561 Lindbergh Dr
Gaithersburg, MD
(Airpark Office Park)

Topic: TBD

September Meeting

9/18/02

8:00 Tom Grass' Offices
Thomas AAA Moving &
Storage Company
7561 Lindbergh Dr
Gaithersburg, MD
(Airpark Office Park)

Topic: TBD

AMO Report

Aircraft Summary:

N93127: (Ken Angelo)

During July 93127 was again a frequent flyer. The 100hr/Annual was completed in very early August. A visual inspection of the flap lowering mechanism revealed some wear and Tull advised replacing the flap lowering mechanism, in accordance with a recent Service Bulletin from Cessna. The parts were ordered and will be installed shortly. Walt Engle was briefly stuck at Carroll County with a bad starter solenoid. He got lucky and