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April 2003  
Volume 36, Issue 4

[www.innflyngclub.com](http://www.innflyngclub.com)

### Inside this Issue

1 [New Treasurer Needed](#)

1 [The Adventures of Biff, the CFI](#)

2 [Currency Records Update](#)

3 [Upcoming Meetings and Events](#)

3 [Special Announcements & Notices](#)

3 [AMO Reports](#)

4 [Editorial](#)

5 [Aviation Facts](#)

6 [Currency List](#)

7 [Member Addresses](#)

8 [Birthdays](#)

[March Statement](#)

[Advance Reservations](#)

Inn Flying Club, Inc.  
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# Inn Flying Club, Inc.

## New Treasurer Needed

Dan Byrd

Bryan Troutman will be retiring as club Treasurer at the end of this year. We desperately need someone to step up and take over this critical role.

Bryan has agreed to take the time to train the new Treasurer before the end of the year; so the sooner we can get started, the better...

Please give Bryan a call if you have any questions or would like to know what's involved. Also, this is the only board member position that includes a waiver of the monthly club dues. ➔

## The Adventures of Biff, the CFI

Harry Kraemer

During the early 1980s, when I was working full time as a flight instructor, I met a young and bold flight instructor named Biff. Although "Biff" wasn't his real name, Biff is what he wanted to be called. And as the years went by, the name sort of fit him. You see, Biff was a little too bold and cocky. Over the years he would often get into a little trouble where he found

himself in over his head. As you read about his adventures as a CFI, you'll get the picture.

It was intended as a short instructional flight to a local airport for some night landings. It ended with Biff shooting an ILS to minimums without any charts or approach plates. This adventure started one hot, hazy, and humid night in August. The forecast was for thunderstorms, some possibly severe. Now Biff didn't see this as too much of a problem, he was a CFI! And besides, he wouldn't be more than 10-minutes from an airport. So Biff and his student departed MTN (Martin State Airport) for a short flight over to W29 (Bay Bridge). The tower operates from 6 AM to 10 PM local time (keep this in mind because it is an important factor later on).

The flight to W29 was uneventful. Biff and his student stayed in the pattern, shooting night landings for about 45-minutes. It was on the return flight that things started to go down hill, fast. After leveling off at 2000 feet for short hop home, Biff started to notice bright white flashes around the aircraft. Hoping it was the strobes reflecting off of the thick haze, Biff casually reach up and turn them off. He didn't say anything to his student, for fear of alarming her. To Biff's surprise, the flashes continued. Now remember, Biff is a





CFI and CFIs are trained to sweat on the right side only. And by now, sweat was pouring down the right side of Biff's face. Still not a word to the student. A call to MTN tower confirmed what Biff didn't want to hear. They were surrounded by thunderstorms, some severe. The tower informed Biff that a thunderstorm was approaching the airport and that they were holding all flights inbound. So Biff and his student decided to try and make it back to W29. And as luck would have it, a t-storm was also approaching W29. But with a tight pattern and fast approach speed, Biff was able to get in just minutes before the storm hit.

A call to "Fright" Service informed Biff and his student that the storms would continue through the night with no breaks. It was decided that Biff would spend the night on the eastern shore and the student would take a cab home. Now on Biff's instructor salary, the only room he could afford was the back seat of the Cessna 172 that got him here. Biff always had a plan. And his plan was to wake around 5 AM and fly back to MTN, get home, clean up, and be back for his 8 AM student.

After a good night's sleep on the back seat of a 172, Biff awoke at 5 AM only to see a wet and white sky. Flight Service informed Biff that the ceilings were 3-400 feet and visibilities were from 1/2 to 3/4 of a mile. The minimums for the ILS at MTN were 200 and 1/2. There was only one very little problem in Biff's plans this morning. He didn't

### Currency Records Update

Click here for the list of currency records for all pilots:

#### CURRENCY

The following will expire at the end of April 2003:

Medical: Peter Benjamin, Bryan Troutman

BFR: Scott Silverman

Checkout: Ken Angelo, Townsend Belser, Peter Benjamin, Tom Cox, Harley Sheffield, Scott Silverman

**REMINDER -** We are required to have written proof of each member's currency. We need to have a copy of each member's most current BFR (or check ride certificate, or WINGS Program certification), Medical and the club's annual checkout form on file. **STUDENT PILOTS -** Please note that if you have been signed off to solo, we need to have a copy of your medical certificate and a copy of an IFC Checkout given by a club-approved instructor. If you have any questions, please call our Chief CFI.

Please send the copies to the club's PO Box or bring them to a monthly meeting.

Please note that the Board will not consider any request for an advance schedule unless we have all of the member's current documents on file.

have any charts. Nothing! But for Biff the CFI, this wasn't a problem. You see, he has flown this route hundreds of times in the past six months. He estimated that he had flown the MTN ILS at least 200 times within the past six months. He figured he'd just file and go. He even knew what to expect ATC to say to him (word for word) after he departed W29. He knew that he would be given a heading of 360 degrees to join the localizer and to climb and maintain 2100 feet. So he filed and went!

After departure, Biff contacted Baltimore approach. They came back with "Radar contact, fly heading 360 to join the localizer,

climb and maintain 2100 feet". Biff had a big smile on his face. Everything was going as planned. The time now was 5:20 AM and the tower would not be open for another 40-minutes. The AWOS reported 600-foot ceilings and 3 miles. Biff's smile was getting bigger. The minimums were 200 and 1/2. As Biff tuned in the localizer, he got flags, nothing. Both radios, nothing. He knew that he could get the localizer from directly over W29. Something was terribly wrong he thought. Adding to the situation, approach informed him that he had flown through the localizer. His alternate was Greensboro, NC. But he had no intention of going there. He



couldn't get there from here, he had no charts. Biff was always able to stay calm and cool, even in a situation like this. He informed ATC that there must be something wrong with the localizer at MTN and asked for the weather at BWI. The controller informed Biff that BWI had went from 400 and a mile to 300 and ¼ and deteriorating fast. He immediately asked for an ILS into Baltimore. Still staying calm, cool, and collective, he accepted vectors for an ILS into Baltimore. But now he had another problem, he still didn't have any approach plates or charts and he wasn't familiar with any of the approaches into Baltimore. He followed all vectors and was turned onto the final approach course (he faked this). Not wanted to say anything about not having charts or plates, he told ATC that he wasn't getting the localizer yet and wanted to confirm the frequency. ATC read the localizer frequency to him and Biff replied, "That's what I have. Thanks". In his calm, cool, and collective manner, he dialed it in and shot the approach. And as luck would have it, Biff busted out right at minimums.

Now being the good CFI he was, Biff wanted to find out what happened with the localizer at MTN. After all, this is going to cost him his 8 AM student. He had especially asked for all NOTAMS when he called Flight Service earlier. A call to MTN tower quickly cleared up what had happened. During the night, lightning had struck the localizer

and damaged it. It wasn't discovered until the tower personal arrived at 6 AM.

It has been said that experience comes from a lack of knowledge and a lot of knowledge comes from a lack of experience. As you'll see, over the years Biff was gaining both.

**Lesson learned**

- Always carry charts and approach plates
- Plan for the worst and hope for the best
- Always stay calm and cool
- Be careful when flight planning. Using an airport as either an alternate or destination that has approaches that the nav aids are unmonitored or arrival before the tower opens may lead to surprises. ➔

## AMO Reports

*Please welcome Ron Patterson and Bill Schultz as the new AMOs for the 152 and 182 respectively.*

### Aircraft Summary:

**N93127:** (Ron Patterson)

No Report this month. ➔

**N92704:** (Jon Anderson)

No Report this month. ➔

**N30YR:** (Tom Grass)

No Report this month. ➔

**N759DB:** (Bill Schultz)

No Report this month. ➔

## Upcoming Meetings & Events

### April Meeting

4/17/03

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

Topic: TBD  
[\(MAP\)](#)

### May Meeting

5/21/03

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

Topic: TBD  
[\(MAP\)](#)

## Special Announcements & Notices

➔ We currently have 2 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!!

### ➔ New Club Members

Please welcome the newest members of the Inn Flying Club! Welcome aboard...

- None this month