

The Congressional Record

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

Vol. 30, No. 12

Gaithersburg, MD (KGAI)

December 2012

In this issue

President's message	1
Fly-ins	1
Chaplain's corner	1
Election	1
Aircraft rates	2
Work hours	3
Work hours monitor	3
Your flying account	5
Crew chiefs	5
Address for checks	5
Funny stuff	5

President's message

Thank you to all members who participated in the Club's annual meeting for the election of new Board of Directors on 4 December. I welcome new Board members **Frank Anderson** and **Gashaw Mengistu** and thank the departing Board members **Billy Barber** and **Greg Castello** for all their contributions over the past year. Thanks also to **John Strong** for leading the Nominating Committee and ensuring a smooth and unbiased election process. **Doug Holly** is our new Vice-President, **Steve Bushby** will continue in the Treasurer role, and **Ruth Hornseth** is the Secretary of the Board.

I have some great news to share. We have a new private pilot! **Gary Jacobs** has passed his practical exam, and he may be under pressure to buy some beer sometime soon. We have a new member, **Stephen Nash**; please welcome Stephen to the club. **Eran Raviv** and his wife are expecting their first baby boy. He requested to go inactive for a while but we certainly hope that his dad duties will not prevent him from coming back soon. Finally, we filled some job vacancies, and we now have a new Trailer Chief (**Ruth Hornseth**) and a new Hangar Chief (**Greg Castello**).

The Board had a thorough look at aircraft utilization and fixed and operating costs and decided to lower the rate on N20300, the Cardinal, from \$121 to \$119 per tach hour, wet. Please take advantage of the lower rate and go fly this airplane or get checked out in it, if you have not done so yet — the most typical situation is that the rates are going UP! Use the plane at the lower rate when it lasts (or lose it). The only way we can keep the rates low is to properly utilize the aircraft.

Summing up 2011, the club ends the year in good financial condition (expect some financial reports from **Dick Strock** early next month). The main challenge we are facing is the relatively low number of members, especially those actively flying. It will be a high priority item on the agenda of the new Board in the coming year. The club could definitely benefit from boosting the number of active pilots and having current members further their pilot education, perhaps by checking out in the Cardinal or 182, or by pursuing an IFR rating or additional certificates.

Talking about pilot education, we are purchasing training materials for our GPS units, and **Gashaw Mengistu** is preparing a class on the Garmin 430. Make sure you mark your calendar and make time for this great learning opportunity in the beginning of January (details will follow).

The Holy Run was affected by the fog hanging over the area until later in the day. While we had a good crew from the club ready to go, we ended up spending a few hours at the airport café hoping for fog to dissipate ... to no avail. **Joe** is planning the next fly in to Sky Bryce.

❖ **PIOTR KULCZAKOWICZ**

Election results

Here are the election results, direct from Election Honcho **John Strong**:

President: Piotr Kulczakowicz

Newly elected Board members: Douglas Holly, Frank Anderson, and Gashaw Mengistu.

Congratulations!

Watch out all you super pilots: there is a rookie in the skies!

Please join me in congratulating **Gary Jacobs**, who passed his private pilot checkride on 29 November. [Editor's note: see page 3 for Gary's story of his quest for the certificate.]

❖ **GASHAW MENGISTU**

Chaplain's corner

Faith and hope — Good things!

There is something that we all need: strength and courage, the offspring of faith and hope. The atheist and agnostic need it. The Hindu and Buddhist need it. The Jew and Christian and Muslim need

The Congressional Record

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

Vol. 30, No. 12

Gaithersburg, MD (KGAI)

December 2012

it. The Zoroastrian and the Taoist need it. The Deist and the pantheist need it. It is critical to the one who rides the wings of the wind and to the one who maneuvers on the face of the earth.

We need strength and courage. It is the infrastructure of victorious living. It is critical to all good venturing. It is the crucial support factor of creativity. And when in dire straits it is essential to survival. Strength empowers courage. Courage calls forth strength. A courageous person looks at impossibility and proclaims optimistically that the outcome is not as grim as it appears. Steve Jobs, the staunch practitioner of Hinduism who fostered the creation and development of the Apple computer, was acclaimed by some who were close to him as sometimes having a "reality distortion field" about his demeanor, which, if one should get caught in it, one would find oneself doing things that one did not believe possible to do.

This month marks the 40th anniversary of a search and rescue operation in the Andes Mountains that eventually recovered 16 survivors of a plane crash 72 days after a CFIT event high above sea level that resulted from failure to account for strong headwinds. On hearing by radio that the search and rescue effort had been called off after the 11th day, abject hopelessness and despair threatened complete emotional paralysis of the crash survivors. At that point one of the survivors proclaimed that the good news in the abandonment announcement was the implication that the group members alone would essentially save themselves. And so, in effect, they did, 61 days later after they were accounted as lost. They never gave up the strength and courage necessary to prevail. On 23 December 1972, the last of the 16 survivors of the 12 October crash were brought alive off the high-elevation crash site.

Be strong and very courageous. Believe even when it seems useless to do so. Hope! And never abandon hope until it yields the results hoped for. On one occasion Jesus Christ affirmed: "If you have faith the size of a mustard seed, you will say to this mountain, 'Move from here to there,' and it will move; and nothing will be impossible to you." Matthew 17:20. Faith and hope, --yes, parents of strength and courage, they are good things!

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

Fly-ins

The Holly Run was weathered out for us, even though others did go late in the day. With any luck we can make the Sky Bryce run (set for Sunday, 20 January) for the brunch. Nothing is locked in yet, and we might even find something more interesting, but the food is great and watching skiers come down the hill to you while you're eating is pretty neat. It's one of the most interesting and technical finals to do around here, especially if you have to land from the other side. Watch your speed ... and the mountains!!

❖ **JOE STUBBLEFIELD**

Fifth Tuesday

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 © 2012 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	Piotr Kulczakowicz
Vice-President	Doug Holly
Secretary	Ruth Hornseth
Treasurer	Steve Bushby
Ass't Treasurer	Dick Strock
Members at Large:	Frank Anderson, Doug Holly, Steve Bushby, Ruth Hornseth, David Lahire, Gashaw Mengistu

Flying Club Administration

Chaplain	Edco Bailey
Scheduling	Dan Golas
Flying Accounts	Dick Strock, Bryan Absher
Work Hours Program	Judy Bradt
Mtnce Advisor	Bill Pechnik
Mtnce Coordinator	Bill Hughes
Trailer Chief	Ruth Hornseth
Hangar Chief	Greg Castello
Flight Proficiency	
Board Chairman	Andy Mullen
Public Relations	Mark Gladstone

CAP Squadron Administration

Commander	Mike Regen
Deputy Commander	TBD

Newsletter

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

The Congressional Record

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

Vol. 30, No. 12

Gaithersburg, MD (KGAI)

December 2012

Ruth Hornseth sent in a heads-up that there will be a 5th Tuesday in January (29 January, to be precise). Details to follow — watch this space!

Aircraft rates

Following are our aircraft hourly rates as of 1 December 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, you're in!

Now: go to Work Hours on the [cfcms.org](http://www.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.

A pilot's story

A few months ago my neighbor calls out to me, "Hey Gary, I hear you're taking flying lessons. That's really cool! So, tell me, how long have you wanted to be a pilot?"

"Oh, about fifty years," I answered. I'm 51.

It was about this time last year, late fall 2011, when I told my wife I wanted to join Civil Air Patrol. She thought that was a great idea. After all, our son is a Senior Airman in the USAF. I went on to tell her that if I join CAP, then I will also end up joining Congressional Flying Club, and that if I am around all those pilots and airplanes, then I will want to take flying lessons and become a pilot. "Are you OK with that?" I asked, as I refilled her wine glass. "Sure," she said. "Go for it." I did not ask twice. (That was good wine.)

Having her un-coerced, bona fide, legally binding and irreversible permission, I joined CAP and, a few months later, CFC. Waiting to join CFC was **Bob Hawkins'** idea. He said I might not like the people in CFC, so I would do well to check it out first before spending the money!

Mike Regen introduced me to **Gashaw**, and in late February 2012, I had my first lesson. It was a Thursday afternoon. Gashaw showed me the airplane, 739BA, which, by the way, I now consider to be MY airplane, and would very much appreciate it if the rest of you would come to that same conclusion. We went through the pre-flight checklist, and then Gashaw told me to get in the pilot's seat. He had to be mistaken! "Are you sure?" I asked. "Shouldn't I just watch you fly?" I will never forget his answer. "If you want to learn to fly an airplane, you have to fly an airplane. Get in."

The Congressional Record

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

Vol. 30, No. 12

Gaithersburg, MD (KGAI)

December 2012

A few minutes later, we are airborne, and yes, indeed, I am flying an airplane, which is to say MY airplane! That was incredible. I remember looking down at the traffic on I-70 and taking pity on those poor souls who were stuck in two dimensions — so sad, so very sad.

I was hooked. I obtained my student certificate on February 29 and began a new life as a student pilot. And what a life. Monday: Go to work, come home, study aviation. Tuesday: Go to work, come home, study aviation. Wednesday: you get the picture. Thursdays were different: leave work early to go fly! I liked Thursdays!

After several months of this, Gashaw gave me the highest honor so far: the solo endorsement. I later realized his primary motive in letting me solo was so that the first (and second) round at Growler's would be on me! On July 4, Independence Day, I soloed. I felt like I was the king of the world. Someone asked me what I liked best about flying alone. I immediately replied, "It's a whole lot quieter! You can actually concentrate on flying without the constant yammering from that guy in the right seat."

With the solo behind me, the training intensified. Gashaw taught me steep turns, power-off stalls, power-on stalls, slow flight, soft field, short field, medium soft, kinda short, not exactly straight fields, the cloaking device, and photon torpedoes. [Editor's note: Gary's kidding. I hope.]

I flew cross country solos, all the while thinking this flying stuff is fun, but sure ain't relaxin', especially when you gotta learn a foreign language to talk on the radios. I'm from Texas, and a lot of our buddies in ATC talk faster than I can hear.

Throughout all this training, Gashaw keeps telling me what **Bob Gawler** will expect in order for me to earn my certificate. You have to know regulations. You have to know aircraft performance. You have to know how to use the VOR, which I like to pronounce "vore." You have to know where you are at all times, and more importantly you have to know where his right foot is at all times — he has been known to step on the right rudder pedal to enhance the efficacy of the check ride learning experience. I began to live in fear of the checkride, but Gashaw reassured me: "Don't worry, Bob is a teddy bear, a real sweetheart — just fly perfectly and you won't have any problems."

I am in a constant state of agitated anxiety, all the while reminding myself that I am paying out a ton of money for the privilege. I tell my children they will need to find another way to pay for college.

I aced the written exam, and would have finished with a higher score had I not changed what was a correct answer. For you students out there, air-to-air missiles are NOT mandatory equipment on GA aircraft. The correct answer is C — Optional. Who knew?

After a few fits and starts, it's finally the day for my checkride. I'm kinda, sorta good to go, though stressed out to the max. Then I learn there will be another person taking part in the oral exam and checkride, namely an administrator from the FAA. Really! Are you kidding me? As if I don't have enough to worry about, now I have to perform my oral exam (a/k/a the "interrogation") and fly the checkride with both of those cats!

Gashaw reassures me: "Don't worry. Just treat it like flying with any other passenger." Great. As a student pilot I have had exactly zero passengers. [FAR 61.89(a)(1)]. I agree to do it, but I expect a \$25 Sporty's gift card.

I get through the oral exam, but we cannot complete the flight portion, due to a pesky intermittent cloud layer at 2,500, despite a weather briefing that guaranteed clear below 12,000. We turn around and head back to Gaithersburg. I have not slept well (*i.e.*, not at all, as in none, nada, zippo) for two nights, but no worries, we can do this all again real soon. By the way, during the oral exam I did learn a nifty formula for figuring out how much weight to move to get your CG where it ought to be. You take the square root of π , divided by the astronomical constant, adjusted for non-standard temperature (hope you got your E6B handy), multiplied by V_x over V_y , less half the interpolated gust factor, plus or minus 22, unless P40 is expanded.

At long last the big day arrives (again), and I am completely stressed out (again). It's November 29, exactly 9 months to the day since I received my student certificate. My wife tells me 9 months is like having a baby. I tell her THIS is far more difficult. The weather is darn near perfect, and the FAA guy won't be in attendance. Apparently, it seems, he's seen enough; not sure if he's referring to Bob or me, but I interpret that to be a good thing. He did say something about a Sporty's gift card. (By the way, he lives by KESN, but drove to

The Congressional Record

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

Vol. 30, No. 12

Gaithersburg, MD (KGAI)

December 2012

KGAI. C'mon, man! What's up with that!? I'm just sayin'...

At 1:47 (1847 Z) we are airborne. A lot of aeronautical stuff occurs over the next two hours (you will have to discover that for yourself), including but not limited to, a certain someone's damn right foot pushing down on the damn rudder. The checkride is almost done, and so far I have not totally 100% completely screwed up anything too severely. (Say, Bob, how you likin' that 25 year old single malt?)

And then. (Long pause.) And then what ensues is possibly the worst simulated engine out landing ever. Although words *can* express what I am feeling, the editor will not print them. Despite my pleadings and requests to try again, I am told to taxi the airplane to its tie-down spot — I am spent, worn-out and dejected, certain I have failed. The cockpit is quiet.

And then Bob extends his right hand and says, "Congratulations".

Evidently, I must be allergic to something in my airplane. How else do you explain the misty eyes?

❖ GARY JACOBS

Work hours monitor

December is the fifth month of the "work hours year," so by 31 December you should have 10 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

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**.

Your flying account

Dick Stroock 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	Phil Carls
N20300	Linda Knowles	Todd O'Brien
N739BA	Dale Thompson	Dick Stroock

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 Stroock** or **Bryan Absher**.

Funny stuff

[From Dan Hayes...who maintains his sense of humor while recovering splendidly from major surgery!]

Controller: USA three five three contact Cleveland Center 135.60.

(pause)

Controller: USA three five three contact Cleveland Center 135.60!

(pause)

Controller: USA three five three you're just like my wife, you never listen!

Pilot: Center, this is USA FIVE five three; maybe if you called her by the right name you'd get a better response!