

The Congressional Record

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

Vol. 31, No. 4

Gaithersburg, MD (KGAI)

April 2013

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President's message

Please welcome Tom Wilk – our newest club member. (And also Gary Jacobs and Steve Nash – see the introductory articles below!) Tom is no stranger to the club as he has been already active in the Montgomery Senior Squadron of CAP. He holds many certificates and is currently working with Gashaw to regain his currency after a bit of a break from flying.

One of our long time members, Adam Donaldson, resigned his membership. I reluctantly agreed to his resignation (as if I had a say!) on one condition: that he stays connected to the club. While his very busy work and family schedule temporarily prevents him from fully pursuing his aviation passion, I certainly hope that he would be able to find time to show at some of our club functions or fly-ins.

A great benefit of attending our Tuesday club meetings is participation in knowledge sharing and training. Currently we are going through training videos on the Garmin 430. The amazing thing is that even if you think you are a G430 wizard (or any Garmin GPS expert), chances are you will learn a new feature or a new way of doing things. Try OBS key one day.

I had the pleasure of watching the AOPA webinar on flying clubs. A rather successful flying club from California was sharing some of its "sauce making" secrets. While it is a very different club compared to ours, the webinar still contained a lot of useful as well as interesting information. One of the differences is size: they have over 900 members, 600 pilots and 45 planes. What struck me was the fact that their ratio of pilots per plane and

pilots per club instructor were roughly the same as in our club.

Spring (or, rather, summer) finally arrived. Joe is putting together some cool fly-ins, including Ocean City, Virginia Beach, and Dayton Ohio. Sign up. Bring your family and friends. Some other members are exploring the possibility of a bit longer fly-in... to Istanbul.

Finally I would like to share some personal news with all of you. I have just passed my FAA CFI-ASEL Practical Test. Ufff!

Go fly and be safe.

❖ PIOTR KULCZAKOWICZ

Chaplain's corner

CONFESSION IS GOOD FOR THE SOUL

Imagine this: Tex takes the sandwich from Fred's plate. He tells the whole lunchroom crowd that he has violated Fred. He decides to eat the sandwich, and continues to offer confession that he has done wrong. Is he free to continue to eat the sandwich? Or is he guilty of making a vain confession? Perhaps he speaks of how tasty the sandwich is. Perhaps he tells how good it makes him feel. Perhaps he acclaims his gratitude that he has been forgiven and given a second chance to be seen as a fair minded boy especially after having made his confession.

There are at least five aspects to healthy remorse.

1. One admits to the violated person the wrong that has been done.
2. One asks for forgiveness from the violated person for the wrong done.
3. One experiences true and profound sorrow for the wrong done.
4. One determines not to persist in doing the wrong and pledges not to repeat it.
5. One makes restitution to the violated person for the wrong that has been done.

After these five responses to wrongdoing, one may begin to rejoice in the forgiveness received from the violated person and acclaim the joy of receiving a second chance at peace, harmony and cooperation with the one who has been violated.

It is critical to understand that one does not receive a second chance to persist in wrongdoing.

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One does not receive license to rejoice in waywardness. One receives a second chance at peace and harmony with the one that has been violated. One receives the possibility that one may return to the sublime pledge of friendship, the vow of peace, the expectation of trust, and the hope of fairness, morality, and ethical behavior in the relationship where the violation occurred.

Tex must be reconciled with Fred. Telling the whole crowd his transgression without demonstrating the course that leads to reconciliation with Fred indicates something pathological about the confession. He seeks approval of the crowd to pursue personal pleasure rather than reconciliation with Fred such that they may refresh their relationship.

We have heard words of healthy remorse over the skyways occasionally: "I'm sorry!" "Beg your pardon!" "Excuse me." "Won't do that again!" It helps us to fly well together. It builds friendship in the skies. And it helps us to return safely to our base again. Being considerate in flying can make April a good month for the soul! It seems that even God has a little difficulty receiving an offering where reconciliation has not been done: "So if you are presenting a sacrifice at the altar in the Temple and you suddenly remember that someone has something against you, leave your sacrifice there at the altar. Go and be reconciled to that person. Then come and offer your sacrifice to God." Matthew 5:23-24

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

Fly-ins

On Saturday, 13 April, join us in Ocean City for the EAA breakfast and to town for lunch. Mike says we should have crabs. I prefer shrimp.

17-19 May: Wings over the Beach at Chesapeake Beach.

About 22 June, we're thinking Air Force Museum at Dayton for couple of nights. Let me know.

[Editor's note: Joe thoughtfully provided a link to some pictures of exhibits at the Dayton museum:

<http://www.cdsg.org/forums/viewtopic.php?t=381>]

❖ **JOE STUBBLEFIELD**

Aircraft rates

Following are our aircraft hourly rates as of 1 April 2013.

Aircraft	Rate
N5244N	\$138
N20300	\$119
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.

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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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Newsletter

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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.

Work hours monitor

April is the tenth month of the "work hours year," so by 30 April you should have 16.7 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**.

New Members – Welcome!

Editor's Note: We asked three new members to respond to a few questions about themselves, the better for us all to welcome them and get to know them. Studio portrait photographer Dick Strock was called upon to provide the accompanying art.

Gary Jacobs



Gary Jacobs was born in Dallas, Texas on May 15, 1961. He is married to Keri, and they have three children. Gary writes, "Shannon is 23. She

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is autistic and provides us a lot of fun and a lot of challenges. Scott is in the middle and is a senior airman in the USAF. He gets out in a couple of months and needs a J-O-B. Please help! My youngest is Noely. She's 19 and goes to school at Montgomery College. She is into everything organic."

Gary says he is a banker by trade, but – "no choice, although I have been in this line of work for 30 years. I am with Capital One, formerly Chevy Chase Bank. I'm still trying to figure out what I want to be when I grow up." Just like so many of the rest of us!

You could say Gary is an aviation enthusiast and then some: "I love airplanes and always have. Throughout my professional life, all of my doodles from business meetings, church meetings, and or any other such productive activities are always airplanes, typically military fighter planes. If I am outside, and hear an airplane fly over, I must see it! As a little boy, I built thousands of model airplanes-- (Matel, Revel, TicoH - y'all remember those?)" Yes we do, Gary – and there's probably a Statler Brothers song about them!

In 1987, Keri and Gary moved from Texas to Maryland. Since then, they have been faithfully in attendance at the air shows at Andrews AFB.

Wouldn't you know there's a Hawkins angle to this? "My coming to CFC and CAP is complicated, but a certain Mr Robert Hawkins is a big part of that (details way too complicated, but you never can underestimate the impact of one phone conversation)!" No, not with the Hawk – underestimate at one's peril.

Gary's outlook on aviation notes its seeming paradoxes. He says "To me, there is something fascinating about flying. I think it's the freedom. Flying machines are so simple, yet so complicated. Flying is so easy, yet difficult. It's relaxing, yet stressful. I love the challenge of something so technically difficult - you can review each flight and think about what you could have done better - radio communication, altitude maintenance, course precision, busting Bravo airspace and of course, the perfect landing - if you don't plant the landing, perfection in everything else means nothing."

Here's something "weird" as Gary describes it: He is afraid of heights, but being up high in airplanes? "No big deal."

For non-aviation hobbies, Gary is a runner (an understatement): He has run more than 20 marathons, including the famous one in Boston, a few 5Ks and "countless other races." Let's fly by that again, people: "more than" 20 (twenty) marathons!

And he would love to combine running and flying, "To fly to some super great destination, run a couple of hours and then fly home would truly be a great day," he says. Ok, fly, land, run. I thought he was going to suggest a new sport, wing-running.

But wait –there's more to combine with flying: "I like golf, though I am not too good, but I would love a fly and golf trip. I also enjoy cycling - to combine flying and cycling would be awesome, but fitting a couple of bicycles into a 172 is somewhat challenging. I have a business idea for wing racks for bikes on planes. Any interest? I need a lot of seed capital!" Note to Joe Stubblefield: plan a flying, running, golfing, cycling and Italian eating (see next paragraph) outing.

Gary says sees a duality in human existence -- one could almost describe it as the forces of lift versus drag: "I see life as that which is airplanes and that which is not. Oh-- to be in that life which is airplanes, airplanes, airplanes and nothing but airplanes, and... running, and... golf and...cooking. Gary adds that his mom is Italian. In summary:"Put those 4 things together, and I am a happy boy." Gary adds that "working" did not make the list. Welcome Gary!

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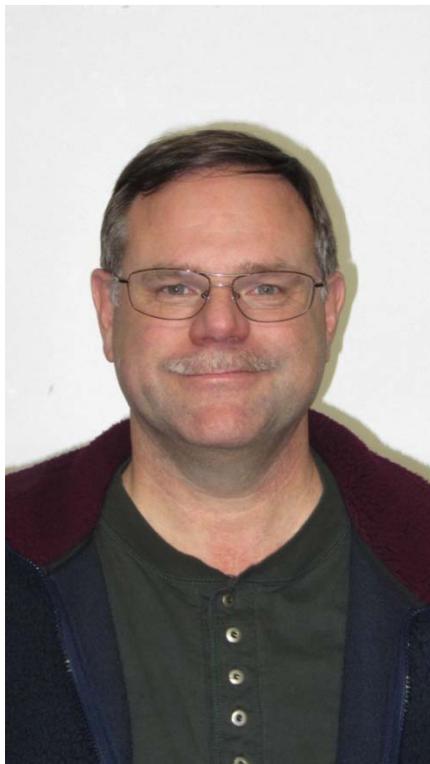
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Thomas Wilk



Thomas Wilk's flight plan, destination KGAI, was somewhat circumferential: He was born in western Massachusetts, raised in New York, Illinois and Washington State, and went to college in New Hampshire.

Asked about his line of work, Tom describes "IT services relating to Enterprise Resource Planning (ERP) software from Sage Software and Infor." Ok then! But Tom thankfully and helpfully added that this means, in layman's terms, accounting, manufacturing and the distribution of software.

Tom is widowed with three sons. Congratulations are and will be in order: his oldest was married last September. "No grandchildren yet," he says, "but the first is on the way. ETA mid- November."

We always like to ask new members why they joined the CFC, and how they got started flying in the first place. For Tom, joining the club is possible "Now that my kids are grown and out of college, and I now can do things for myself again."

Tom is an experienced and credentialed pilot: He learned to fly in college and became a CFI prior to graduation. He was instructing with ATE / Ameri-

can Flyers in the early 1980s, and also earned both Double-I and Multi-I ratings as well. He was working with a startup 135 charter outfit when the controller strike "put it under." He says he flew privately a little until 1985 when he stopped completely. Now he's back!

Any "Never Agains?" This is one of our favorite questions, and the response needs a follow up question to be asked at a future CFC meeting: Quote: "I will never fly across Lake Michigan again in a single engine aircraft." Hmm.

When Tom was first married, he recalls, he built a kit house and still enjoys doing most of the repairs around the home. "A long time ago" he used to SCUBA dive and also built and flew R/C (remote controlled) airplanes.

Tom enjoys skiing and golf along with "reading good sci-fi books." He "tries" to perform all maintenance on his car, and in the past "I have rebuilt a couple of engines." Tom, meet Bill H, Bill, meet Tom!

Tom notes he has been active in the CAP since 2010 and transferred to MSS when he moved here in 2011. He joined CFC just last month. Asked what he hopes to get out of club membership, Tom says it includes "flying at a great rate" and also "social contacts and activities going on in the club." There are plenty of activities Tom – just see Joe and – welcome!

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Steve Nash



Steve Nash and his mirror-image twin brother Dan were born in 1980 at Ft. Belvoir and after 6 months, moved to Germany. As his dad was an Army officer in the Corp of Engineers, they have lived in Germany, Raleigh, NC, Ft. Leavenworth, KS, Ft. Hood, TX, and Burke, VA where his parents are presently retired. Steve attended secondary school there, and he and his brother both attended Virginia Tech and studied computer engineering, earning BS degrees.

Currently Steve works for a small, employee-owned company called the Verite Group, based in Dulles, Virginia. But, Steve says, "90 percent of the time I work from my house in Germantown, Maryland. A perfect routine when the weather beckons for flying!" Nice work if you can get it, we'd all agree!

Steve is married to Jennifer Nash, known as "Jenni," whom he met at Virginia Tech in the Marching Virginians.

"We both like to run, hike, and watch or attend Hokie football games. Jenni owns a 16-year old appendix quarter-horse named Annie, whom she

sees everyday at a farm ten minutes from our house."

Steve learned to fly while attending college and says "I was inspired by my first flight, during my junior year, on a regional jet when Jenni invited me to attend her cousin's wedding in Arkansas.

Looking out the window I became hooked, and vowed I would learn to fly. I took training out of Pulaski (PSK) about 45 minutes away.

Flying continued "off and on" during college and the two years after, until "Jenni and I bought a house in 2005 in Eldersburg, Maryland just west of Baltimore. Then all money went into the house, so I had a seven year break from flying. Then we decided to move closer to Jenni's work and since I was now working mostly from home anyway, we sold the house and are now renting in Germantown."

A plan emerged to fly: "With new funds on hand, Jenni encouraged me to start flying again. I started by having a flight review in a Piper Sport at Fleming Aviation at GAI. But knowing I needed larger planes for my cross country travel plans, I started a search for a club to join. After attending a few meetings of the CFC beginning last November, around Thanksgiving, and seeing the camaraderie, I joined up!"

When he first learned to fly, Steve reports his first flying lesson was in a "beat-up" Cessna 172, and left with two main impressions: "A mountain of dead flies stuck between the glare shield and windshield and the intimate closeness inside the cockpit. I was so airsick after my first lesson, I got back on the ground, dripping with sweat, thinking, 'Why in the hell am I doing this?' Yet I set up a time for my next lesson and by the third one I convinced my body to shut-up and enjoy the experience."

He later started instrument training at FDK, "but midway through we bought the house."

Steve's "Never Again" story is quite a gulper! On a cold morning he was taking a friend and the friend's girlfriend sightseeing on their first GA flight in a 182. As he was pre-fighting, he got to the item "remove cowl plugs".

But thinking of how cold it was, "I thought I'd leave them in to keep the preheated engine warm until it was time to load up. Well I never got back to removing them and because the "homemade" foam rubber plugs didn't have a safety strap for the prop

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to catch, the engine started up just fine and we took off. About 10 minutes into the trip my prop governor became unresponsive and the prop remained in high rpm. I wasn't putting two-and-two together, but I knew something was wrong, so we turned around and went back to land. Once at the hangar, I got out and immediately saw the plugs... when I pulled them out a plume of grey smoke came out of the cowling. The CHT needle was beyond redline when I went back to check the cockpit.

"The engine seemed okay, but the mechanic said one cylinder showed low compressions (had been a persistent issue for the club for years).

So I had just expedited the top overhaul of the engine. Fortunately the club a) didn't kick me out and b) didn't make me pay for the repair. Additionally, my two passengers had no clue how close I had probably come to seizing the engine in flight."

Steve summarizes the lesson learned this way: "Always perform items on a checklist when you encounter them vs. "thinking" you'll go back later. Or have a fool proof way of ensuring you will come back to the items you skipped. Having the proper cowl plugs would have helped as well, since the safety strap would have flung the plugs out when I'd started the engine. But I shouldn't have needed to rely on the safety strap, because as PIC I should have followed the checklist and double checked before moving on to the next phase."

Steve says he hopes to stay motivated and involved in the club by learning from other club members' stories and experiences. He is currently getting restarted on his instrument training, knowing the higher level of proficiency and safety it will provide to my flying."

He formally joined the club last December, because "I want to be involved with club plane maintenance to learn as much as I can about the machines I'm relying on. And I want to be active in CAP so that I can give back with the flying skills I have, as well to motivate cadets about flying."

Welcome, Steve!

Your flying account

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

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 Strock** or **Bryan Absher**.

Funny stuff

Tower: American 123 heavy, and for your information, you were slightly to the left of the centerline on that approach.

American 123: That's correct; and, my First Officer was slightly to the right!