

The Congressional Record

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

Vol. 31, No. 8

Gaithersburg, MD (KGAI)

August 2013

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President's message

A few of you who actually made it to Oshkosh this year missed free beer, compliments of Stephen Nash. Well, what it means is that Stephen is our newest IFR rated pilot. Congratulations!

On the other hand, those who went to Oshkosh reported that they had a great time and the event had again been quite amazing. They will report in greater detail during our next club meeting(s).

Please welcome our new Crew Chief for the Cardinal. Stephen Nash is taking charge of overseeing maintenance issues of N20300. Tom Wilk will be his assistant.

Gary Jacobs is taking over Crew Chief duties for N739BA and asked Jamal to be his assistant. I believe Jamal agreed. You all watch out for those two as they may be plotting to completely take over the 9BA.

The new arrangement will hopefully give a bit of breathing room for Dick who will continue his Crew Chief duties for the Skylane. Linda Knowles is now Dick's assistant. She will also take care of the GPS database updates for all club airplanes.

Thank you all for taking responsibility for these very important club duties.

The Board unanimously voted to recognize Dick Strock's contributions to the club and granted him special membership status with an exemption from monthly dues. Thank you Dick for all the time you are spending on club issues: maintenance, accounting, taxes to name just a few. Your contributions are extremely valuable.

Last weekend I had a very good training opportunity. The main lesson for me had to do with the checklists and the ways one can execute them. This is in the context of an accident at Davis airport in July of last year that took the life of instruc-

tor Frank Schmidt; the pilot in command survived. I have recently reviewed the NTSB report stating the probable cause of that accident:

"The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to ensure that the fuel selector handle was correctly positioned, which resulted in an interruption of fuel to the engine and a loss of engine power during the takeoff, which necessitated a turn away from the trees at the end of the runway and the subsequent stall."

OCCURRENCES

Initial climb - Loss of engine power (total)

Initial climb - Aerodynamic stall/spin

Initial climb - Loss of control in flight

Uncontrolled descent - Collision with terr/obj (non-CFIT)

FINDINGS

Aircraft-Aircraft systems-Fuel system-Fuel selector/shutoff valve-Incorrect use/operation – C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot – C

Findings Legend: (C) = Cause, (F) = Factor

I did three flights in a G1000-equipped C182 this last Saturday. The same day, the same pilot, similar conditions and yet very different performance. I believe that part of the reason for performance delta had to do with the way I handled checklists, especially under task loading. I definitely performed better when I called the checklist items and the status of autopilot aloud and actually slowed down in my head to clearly confirm every checklist item. When rushed and executing the checklist in my mind, my flying became much sloppier. I also found out that I am less able to troubleshoot the problems (similar problems with autopilot occurred during all three flights). So my lesson learned for the day was: slow down to be smoother, safer and, in the end, faster. Execute the checklists diligently and confirm check lists items verbally. Different pilots may have different techniques but I know the above works for me. On the other hand, I am almost sure that had the pilot of the accident airplane slowed down, the outcome would have been very different.

Fly safe,

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❖ PIOTR KULCZAKOWICZ

Chaplain's corner

FAITH AND CONSEQUENCE

"Faith is the substance of things hoped for, the evidence of things not seen." Hebrews 11:1. Put another way, one might say with Helen Keller, "I know that faith made my life possible and that of many others like me ... Faith is not a cushion for me to fall back upon; it is my working energy."

Faith is a working energy in the face of impossible odds. What sort of odds was Helen dealing with? She lost ability to see or to hear 18 months after her birth in 1880. Yet, with the help of a caring teacher, Anne Sullivan, Helen learned to read and speak and communicate. She spoke well for many years on behalf of persons with disabilities. She was greatly honored because of her inspiring life's story. She received friendship from all of the U.S. presidents from Grover Cleveland to John F. Kennedy. Perhaps you remember her autobiography, *The Story of My Life* (1903), which became the basis for the stage play and movie *The Miracle Worker*.

Her life's story is inspirational. But then, so are the stories of so many who refused to give up belief and hope in the face of difficulty. Think of ancient Homer, blind, whose compositions, "The Iliad" and "The Odyssey" still inspire us. Think of John Milton who lost his sight in middle age, yet gave us the spiritual epic composition, "Paradise Lost." Or reflect upon blind Ludwig Von Beethoven who nevertheless gave us his masterful Ninth Symphony. Upon being informed of his impending blindness, William Booth, founder of the Salvation Army, declared, "I have done what I could for God and for His people with my eyes. Now I shall do what I can for God without my eyes." All such persons, human and weak in many ways nonetheless rose by faith to fulfill their dreams and hopes. We remember them and their accomplishments. They were people of faith.

Perhaps there is something that we each feel deeply about, a call, a vocation that tugs at our heartstrings, to which if we should respond and accomplish, we would feel that we had attained our destiny and served well in the world. Give faith a chance to work in you. "Until one is committed, there is hesitancy, the chance to draw back, always ineffectiveness. Concerning all acts of initiative (and creation), there is one elementary truth,

the ignorance of which kills countless ideas and splendid plans: that the moment one definitely commits oneself, then Providence moves, too. All sorts of things occur to help one that would never otherwise have occurred. A whole stream of events issues from the decision, raising in one's favor all manner of unforeseen incidents and meetings and material assistance, which no man could have dreamed would have come his way. Whatever you can do or dream you can, begin it. Boldness has genius, power and magic in it. Begin it now." --quoted.

When we collect ourselves, center and focus, express our hope and persist in faith, we too, will see and experience as Moses exclaimed in Exodus 14:13, and as Charlton Heston dramatizes memorably in the movie, "The Ten Commandments," unimagined consequences. Let your heart "Stand still and see the salvation of the Lord!"

❖ CHAPLAIN (LT COL) EDCO BAILEY,

D.Min, B.C.C.

Fly-ins

We have planes laid on for Nemacon run on 25 August. If we can think of something better to do we might even do that but looking for late breakfast or early lunch type deal depending on the consensus.

Could switch to Latrobe if needed.

Chime in to go.

For you folks that just can't seem to get off the east coast.....

Saturday – Sunday, 17–18 August

Lancaster Airport Community Days

Lancaster Airport (LNS), Lititz, PA

Free Admission Saturday 10 A.M. - 6 P.M. Sunday 10 A.M. - 4 P.M. Rain or Shine. Parking \$5 to benefit local Civil Air Patrol and fire/police. Parade of Planes. Aerial Acrobatics. C-54 Spirit of Freedom tours. Airplane and helicopter rides. WWII Encampment. Displays and activities for the entire Family! WWII Bombers tours and rides. Days of Flight Family Fun!

❖ JOE STUBBLEFIELD

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Aircraft rates

Following are our aircraft hourly rates as of 1 August 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.

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 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

August is the second month of the "work hours year," so by 31 August you should have 3.3 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	TBD	Phil Carls
N20300	Stephen Nash	Todd O'Brien

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<i>A/C</i>	<i>Chief</i>	<i>Ass't Chief</i>
N739BA	Gary Jacobs	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: Cessna 123, turn right now and report your heading.

Pilot: Wilco. 341, 342, 343, 344, 345...