

The Congressional Record

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

Vol. 31, No. 9/10

Gaithersburg, MD (KGAI)

September/October 2013

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President's message

We are back in business after the August dol-drum.

Please welcome some new members to our club. **Bob Swanson** is a private pilot who appears to have found a pilot community he was looking for. **Davin Ross** joins us a student pilot – **Gashaw Mengistu** is his instructor.

Greg Castello bought us some beers (most of you lost yet another great opportunity to freeloader on beer) to celebrate his IFR ticket. Happy and safe travels through the visible moisture! Greg was finally one happy chap as his check ride had been postponed several times for reasons beyond his control.

Greg is also our new crew chief for 44N. Please inform him about all squawks pertaining to "his" airplane. Just a reminder that we now have a modern engine monitor installed in 44N. It allows safer and more efficient engine operation, and should extend engine life and lower maintenance costs. Please take the time to familiarize yourself with the operating procedures, especially if you missed the great training sessions that **Stephen Nash** delivered at the club meetings. The device has only two buttons, but ... is that blinking red alert a good thing? **Dick Strock** has now the equivalent of the Force on his side to see how the 44N engine is operated.

Another great fly-in to "The Farm" was reported at the recent club meeting. Members who participated this time were unstinting in their praise for how much fun it was. Well, I am definitely looking forward to the next one as I could not make it this time.

The board authorized the acquisition of a Cessna 172 as a replacement for the Cardinal. The pur-

chase of N23GV is in progress, and once the transaction is finalized, the Cardinal will be put up for sale. N23GV is well-equipped with some modern avionics and in excellent shape. It will be a great addition to our fleet, and I am convinced that it will be put into intensive use by the members. As usual, **Bob Gawler** is instrumental in ensuring the purchase process to be the smoothest possible, and **Bill Hughes** is our man for the pre-buy inspection.

The Congressional Flying Club hosted an aviation seminar for some wonderful guests. Seventeen members of American Heritage Girls Troop 11 Tenderhearts (1st to 3rd grade) and six Explorers (4th to 6th grade) visited GAI and our trailer. **Dick Strock** and I conducted a short show and tell, including a tour of the 9BA cockpit. The girls learned why airplanes can fly, what forces act on the airplane in flight, what important missions are carried out by different types of aviation, and many other things related to aeronautics. After some airplane building pursuits (no RVs were created in the process) and flying activities (Styrofoam planes compliments of AOPA), the girls learned firsthand about the parts of the airplane and got an idea of the airplane controls and avionics while sitting in the cockpit of 9BA parked next to the trailer. I use the number of "wow's," "ah's" and such I heard (also from the chaperones) as a proxy for how big a success this event was. I have a problem remembering an audience as engaged, curious and smart as this one. Thank you, **Dick Strock**, for organizing this excellent event! **Greg Castello** was the invisible hand behind finding this wonderful Troop. The Club continues the great tradition of inspiring youth towards aviation. I think I counted at least five girls that have declared themselves as future pilots!

Finally, a word on safety. Keep your eyes outside the cockpit, fly defensively, do not take things for granted. Mid-air collisions and runway incursions are real dangers. On a recent perfect day, my student and I were doing pattern work at GAI. A twin was preparing for take-off and its pilot decided to taxi onto the runway when we were turning onto final. The twin pilot may have been on an IFR release, probably oblivious to our radio calls, or who knows what. For me it was a great opportunity to observe the student's decision-making process. Be proficient, be ready to go around, and do

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not hesitate: If it doesn't look right, it isn't right. My student did very well.

❖ PIOTR KULCZAKOWICZ

Important insurance note

We got our club insurance renewal on 29 August. Nothing has changed from last year (except for the updated list of club-designated CFI's), but members need to be aware of the following, especially the second paragraph (shown below in boldface), about who is covered and the special requirement for low time pilots and those who haven't been flying much during the year.

Any pilot approved by named insured of his designee; pilot must have valid medical and pilot's certificates and is properly rated and current under the applicable Federal Aviation Regulations for the operation involved; or

Pilots private or higher, less than 250 total time with less than 25 hours in the last 12 months or 0 hours in the last 6 months must receive a flight review by club certified flight instructor prior to solo pilot in command operations of the aircraft. Student pilots must be under the direct supervision of a certified flight instructor approving each student flight prior to take-off.

Club certified flight instructors

Robert K. Gawler
Piotr Kulczakowicz
Gashaw A. Mengistu
Andrew Mullen
Craig C. Scott
Richard A. Fenati
Steven I. Frahm
John H. Peake

We can track some FAA requirements as well as club annuals, and block people from scheduling if they are out of currency, but some things, such as what is mentioned in the second paragraph, are beyond the scope of what we can track; so it's up to the pilot to determine if he or she meets the requirements and to plan accordingly. Otherwise they might be in for a nasty surprise if they get into an accident and find out they are not covered.

The entire policy can be found in the Documents section on the CFCMSS web site.

❖ DAN GOLAS

October fifth Tuesday

It just came to my attention that October 2013 has 5 Tuesdays.

We need a coordinator for a 29 October grill-n-beer in the absence of Ruth, who is who-knows-where.

Do YOU have what it takes to run a smooth 5th Tuesday part-ey?

It's worth work hours.

❖ PIOTR KULCZAKOWICZ

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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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Chaplain's corner

FLYING, AN ULTIMATE ART OF ACCOMMODATION
The day was September 12, 2013. No one remembers it, for it was just another day. Cecilia was scheduled to journey to Guatemala City in Central America. She planned to volunteer with a medical team treating families there for some weeks. I departed home at 0930 hours, deposited her at BWI, and went home to my splendid expectation of freedom. She would be leaving at 1345 hrs, like, "cat's away." She called shortly after departure time and said she had not departed. Rough weather; lightning had hit the control tower; a worker was down. She would let me know when the airport reopened. "Play" plans on hold! Near twilight she called requesting pickup for her and an unexpected couple of mission team members for overnight hospitality at Bailey's. And so at 2030 hours, I found myself preparing dinner and beds for the three of whom I thought I would have been liberated. I took good care of them; awoke around 0230 hours on the 13th to feed them breakfast and get them to IAD for pre-dawn departure. "The best laid plans of mice and men" still require the art of "rolling with the punches."

It is critical that we plan and strategize—and then, accommodate reality! Flexibility, adaptability, and adjustability are valuable components of the art of resiliency. Remember the flight plan you tightly constructed, only to go aloft and find the wind just a hair higher than you calculated. Widening the crab kept you on track. Flying is more than a craft; it's an art requiring constant accommodation to change. Enjoy, and may the Force be with you!

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

Fly-ins

YORK?

The planes are pretty much tied up ... er, already flying this month, but something you might want to consider while doing your flights or maybe for November is going to dinner at York. Not at the airport restaurant, but about a half mile west on 30. Grab a loaner car and perhaps make reservations at <http://www.rt30seafood.com/>.

The food is good, and all you can eat. There is a coupon page there for Tuesday, Wednesday, or Thursday. You can leave the loaner car after

hours at the airport, but make sure you have it lined up or the walk might actually be a mile. Really worth the trip. Take your instructor there — I did, but I bet mine was prettier than yours! Night currency could be part of this excursion!

W50 FLY-DRIVE-WALK IN

Bill Hughes reports that this Saturday, 12 October, there will be an event at W50 from 1200 to 1600, rain or shine. Free food (pork BBQ, soda, water, beer) and the Mark Stanley Band. There are picnic tables, but bring lawn chairs if you like. Feel free to bring a side dish or dessert (not required; no one will be keeping score).

❖ JOE STUBBLEFIELD

Aircraft rates

Following are our aircraft hourly rates as of 1 October 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.

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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

October is the fourth month of the "work hours year," so by 31 October you should have 6.7 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**.

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	Greg Castello	Phil Carls
N20300	Stephen Nash	Thomas Wilk
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: November 3 Alpha Delta, advise you have Charlie.

N123AD: Negative, sir, he couldn't come today, Three Alpha Delta.

Editor's note

An unfortunate confluence of events in September led to our inability to put out the September issue. As a result, this is a combined September/October issue, numbered 9/10.

We look forward to resuming the usual once-a-month publication schedule for the remainder of 2013 and continuing into 2014 and beyond.