

The Congressional Record

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

Vol. 31, No. 11

Gaithersburg, MD (KGAI)

November 2013

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President's message

Please welcome a new member to our club: **Tim Urban** is a private pilot working on his instrument rating. He is an avid aviator and tries to fly as often as humanly possible (without quitting his job and becoming an airport bum). We can learn a lot from Tim, the previous owner of N23GV, about taking care of airplanes (more about it later in the newsletter) — he sets a great example for all of us. Tim also owns a Beechcraft Bonanza.



N23GV – exterior view

We have a new addition to our fleet! By now, most of you are very well aware that we acquired a new airplane for the club. While N23GV is a Cessna 172-M built in 1975, it feels like a new modern plane. It is well equipped including GTN650 navigator and an altitude hold autopilot. The angle of attack indicator adds to safety; it will give you a vivid illustration of how the angle of attack changes in maneuvering flight, and it should help you to

perfect your already almost perfect landings. With the new paint, interiors and avionics, N23GV sets a new standard for the look and feel of *our* fleet. Please keep her that way. Add extra ten minutes to your post-flight procedures and wipe out those bugs from the leading edges of the wings and stabilizers, front of the cowling and windshield before they turn into fossils. Remove them immediately after flight to prevent paint from chipping off, and we will keep the look of the plane for years to come.



N23GV panel

The above applies to all the planes in our fleet. Please add an item to your post-flight checklist. It may say something like: "perform necessary actions to keep [the airplane I am flying] beautiful." This should include at a minimum taking your trash out from the cockpit and the baggage compartment and wiping those splattered bugs off the leading edges, front of the cowling and the windshield. Pledge works very well on the bugs, and a bottle is provided in each airplane with rags and paper towel. Use the window cleaner sprayer on the windshield.

Another important item is frost. Frost on the wings on takeoff is dangerous, as it may reduce lift by 25% and prevent you from taking off and climbing. The deice fluid is located in the shed; sprayed sparingly on wings and horizontal stabilizers, it will take care of frost and some light ice in no time. NEVER EVER scrape the wings with any objects, including credit cards. You will ruin the paint and will be ostracized by the rest of us. Frost on the windshield is also a safety factor. Taxing in self-induced zero-zero conditions would be asking for trouble and is stupid at best. DO NOT. Also, do

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not use deice fluid on the windshield. Use the window cleaner provided in the airplane.

Another important thing about keeping our fleet in top shape is the engine monitor in 44N. This very smart device provides data and feedback and allows us to learn how to operate the six-cylinder Continental engine in optimal conditions. This will extend the life of the engine, minimize maintenance costs, and increase flight safety. **Dick Strock** and **Bill Hughes** are analyzing the flights and provide the pilots with feedback. We are all learning and we will provide additional training and guidance on fine-tuned operation of 44N's engine with use of the engine monitor. In the meantime, familiarize yourself with the EDM functionality.

As you know, N23GV is a replacement for the Cardinal, which is being prepared to go for sale. Many members like the Cardinal and are sad to see it go. Well, with the flying hours ticking up, all we need to do to keep N20300 is get a few more members into the club and fly more. It is up to you! Spread the word. Practice and get that IFR ticket you were thinking about for ages. Get your friends up in the air and have them share the cost of flying per FAA regulations.

Also, get checked out in N23GV. You can find the information on the checkout procedures in the news section of the aircraftclubs.com. [*Editor's note: it is also elsewhere in this issue.*] I also sent an e-mail spelling out the steps to all the pilots. You will love this airplane.

The GAI open house was a success. Thank you to all who ensured strong presence of the club at the event.

Nine members of the club participated in the AOPA seminar at Frederick last week. As usual, we drew the door prize. Half an hour on the tach free credit in any of the club airplanes goes to **Dan Golas** and **Gary Jacobs** — one each.

Finally, let me share a word on safety. The new avionics in N23GV are wonderful. iPads are also wonderful devices. They all have one monumental drawback from the point of safety. They keep your head in the cockpit and not outside, and that is a disaster waiting to happen. Please get familiar with those devices and all the apps you so desperately need to use in flight while ON THE GROUND. In flight keep your eyes outside the cockpit 90% of the time.

On a recent IFR practice flight, we were flying the GPS-A approach to ANP with the IAF at GRACO. This is one of the areas where a lot of pilots enter and exit the SFRA via the PALEO gate. We had just checked in with the SFRA controller and continued on the approach course at 3000 feet. The controller issued a traffic advisory (you know, the one with the beeping sound in the background): "traffic 12 o'clock, 3,200 feet indicated altitude, 3 miles, type unknown." You do not see a GA airplane at three miles head-on, and you have well under a minute to see it. Once you see it, it grows very rapidly — like they describe it in the textbook. You are safe because you have eyes outside the cockpit, and you turn right without hesitation.

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.

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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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What's unnerving about that encounter is that the pilot of the airplane moving in the opposing direction did not change his course by a degree. Happily, he cruised along after checking out from the SFRA. While I do not know for sure, my bet is he was head-down on the iPad or his new GPS that he "is learning." Whatever he was doing, he was not doing what he was supposed to do. Watch outside the cockpit. One occasionally craves the olden days of navigating. See examples here: <http://www.cibolahistory.org/cchs-projects.html> and http://www.core77.com/blog/transportation/what_are_these_giant_concrete_arrows_across_the_american_landscape_25236.asp

❖ PIOTR KULCZAKOWICZ

Notice of election

Forget Red versus Blue, it is time for our annual election of board members for CFC. The election will be held at our 3 December meeting. So we need some able-bodied members interested in serving a term or two as board members. Unlike our brethren on Capitol Hill, we wisely have term limits. So at most you can be re-elected once.

One of the benefits of board membership is 10 work hours. But of course most people are interested just for the opportunity to serve.

So if you are interested in serving please let me know.

❖ DOUG HOLLY

Jimmy Blackwell

[Editor's note: Bill Hughes passed along the following last month.]

Nancy Blackwell called today to let me know that Jimmy had passed away in this sleep Tuesday night (15 October) from an apparent heart attack. In respect for Jimmy's wishes, Nancy will not be holding a memorial service. He also requested no flowers.

However, I am sure that Nancy would appreciate notes and cards from her friends in CFC.

Her address is:

38019 Golf Course Drive
Tucson, AZ 85739-3041

N23GV documents

Two documents related to equipment on our new 172, N23GV, have been uploaded to the CFCMSS website:

- P-1000 Digital Tachometer Installation and Instruction Manual, which explains the use of the device. There's more to it than just displaying the engine RPM.
- Century NSD360A HSI Pilot Handbook.

These two documents are for use by pilots being checked out in the new C172. While it may seem a bit of overkill, this aircraft has some equipment that most of our members are not familiar with, including the CFIs. Initial exposure to the equipment has raised concerns that some members may dismiss the new equipment, but that isn't the case.

The combination of a Garmin 650, the Century HSI, the S-Tec autopilot, and a digital tach can easily distract a pilot not familiar with the equipment.

If you haven't seen it, this is a REALLY, REALLY NICE 172!

There is a Garmin GTN 650 simulator that can assist one in familiarization with the user interface. It can be downloaded and installed by following the link below:

http://www8.garmin.com/support/download_details.jsp?id=5380#Instruct

❖ DICK STROCK

N23GV checkout requirements

Four instructors are available to check you out in N23GV: **Bob Gawler, Piotr Kulczakowicz, Gashaw Mengistu, and Andy Mullen.**

Ground instruction can be obtained either through making an appointment with a CFI, or by attending training sessions at club meetings.

Note: there are no instructor charges for mandatory training.

Below please find minimum requirements to get checked out in N23GV. The videos referred to in the requirements are as follows:

1. <http://youtu.be/ILhqwalukDM>
2. <http://youtu.be/cN-kK7fnaKg>
3. <http://youtu.be/6Rvlpagvkm5>

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4. <http://youtu.be/SUUcmNUIZX0>

5. <http://youtu.be/sH8Y09rILXQ>

6. <http://youtu.be/w3VgRMSJ3h0>

IFR PILOTS

Above 6 videos plus:

7. <http://youtu.be/LulttBbUYml>

Also, we RECOMMEND that you download the GTN650 simulator and play with it while not paying for flight time.

Pilots who were previously checked out in C-172-M N513R - VFR only

Mandatory

- Videos 1-6 (see list)
- Ground instruction on Digital Tachometer, Autopilot, Angle of Attack Indicator, Post-flight cleanup

Recommended

- 1-1.5 hrs flight with a CFI to work the equipment
- GTN650 Simulator

VFR only pilots with no experience with model 172-M (flaps, lower power compared to 9BA, Airspeed Indicator calibrated in MPH)

Mandatory

- Videos 1-6 (see list)
- Ground instruction on Tachometer, Autopilot, Angle of Attack Indicator, Aircraft questionnaire, Post-flight cleanup
- 0.5-1 hr local flight focused on takeoffs and landings

Recommended

- 1-1.5 hrs flight with a CFI to work the equipment
- GTN650 simulator

IFR pilots

Mandatory

- Videos 1-7 (see list)
- Ground instruction on Tachometer, Autopilot, Angle of Attack Indicator, Post-flight cleanup
- 1.5 hrs flight to work the equipment for IFR flying

Recommended

- GTN650 simulator

Operation Raincheck

There will be an Operation Raincheck session on Saturday, 7 December, at 13:00 at Potomac Consolidated TRACON, 3699 MacIntosh Dr., Warrenton, VA 20187. Talk to **Piotr** for details.

Sonia in the news

Gashaw Mengistu sent in this very interesting link to an article about our own Sonia Ortega: <http://www.confidencial.com.ni/articulo/14404/lacientifica-que-quiso-ser-piloto>

The article is in Spanish, but as Gashaw says, "Google translate works really well if you don't speak español."

Gashaw also asked, "Doesn't she look good on the wing of that Diamond?"

Chaplain's corner

ON WEIGHT AND BALANCE!

The month of Thanksgiving is upon us. For what are you thankful? I am thankful that God is a gourmet cook and health nut! He is very much concerned about weight and balance and our ability to fly safely. A sick person cannot fly. You know that right well. Health is a prerequisite for good and safe flying. You remember the critical teachings. The pre-flight check begins not with a checklist for the airplane but a check or assessment of the pilot. Other interesting instructions were thrown in such as "eight hours from bottle to throttle." "Old pilots, or bold pilots, but no old bold pilots."

Well, what are they saying these days? I think weight and balance is still pretty important. Not just abstractly weight and balance, but my weight, and your weight are critical to balance — and not just balance as in shifting weight forward and rearward on a plane, but balance as intrinsic health! Balance is a spiritual concept. Spiritual health incorporates all aspects of physical, emotional, and divine attunement for wholesomeness. Religions help us to learn of spiritual health. Eventually, we learn that by whatever name we call God, God is concerned with our spiritual health. You would be concerned too, if you had invested as much as God has invested in creating the universe.

You would want every person to be trouble-free, at ease, not dis-ease, and especially those who in

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flying who take on the possibility of creating trouble for not only themselves in the sky but for persons on the ground, who have not chosen to fly. You would want pilots to get the weight and balance thing correct. Well, what would you guess would be among God's first certified flight instructions to the first couple He created? In a word, God said something to this effect: "Eat your fruits and veggies!"

If the pilot is not overweight she has less mass to deal with in figuring out balance. If the pilot carries himself well, he is less likely to be unhealthy. And so the seven habits of health and balance, that ensure spirituality that must be taken into account, are:

1. Take one and a half cups of chopped vegetables daily!
 2. Drink only calorie free beverages routinely! [Chaplain, what the world are you talking about; you know how much beer is in our box?]
 3. Eat in a way that best regulates your metabolism: five or six mini-meals daily does it well for most persons!
 4. Get adequate sleep to promote hormonal balance: seven hours is a good amount! You won't be grumpy and likely to overeat.
 5. Sit less! Be a body in motion. Never spend an hour sitting without getting up for at least five minutes of walking and other activity — unless, of course, you are flying.
 6. Eat less or, no, processed meats! [Sorry about your burgers, dogs, sausages, bacon, bologna, and scrapple. Don't fire me!] Eat at home at least most of the time where you can exercise better control over intake.
 7. Eat mindfully! Eating is a key to health. Eat less; eat earlier; eat slower with fuller awareness and gratitude and enjoyment. Focus on long term health benefits rather than instant gratification.
- It is written that to the first created couple: "And God also said, See, I give you every seed-bearing plant all over the earth and every tree that has seed-bearing fruit on it to be your food" Genesis 1:29. Yep, eat your fruits and vegetables; maintain good weight and balance; enjoy good health; fly safely; and have a happy Thanksgiving!*

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

Vietnam combat medic, retired Shady Grove Hospital chaplain; thankful that I survived both arenas of health care challenge!

** Nothing in this article should be construed to indicate that a fine holiday turkey dinner will kill you!*

Fly-ins

Saturday 16 November going to Cape May for breakfast and look at their air museum. Static displays and not sure what-all.

Holly Run is 7 December; connect thru Bay Bridge and breakfast to Tangier and lunch at Lorraine's. Check out the museum while there, but don't plan to use your cell phone on the island. Have your Suffra plan already filed so you can fly direct back to GAI if you want. Pilots need to register with Helen Woods if you are going to let her know how many for breakfast and which lunch shift you want to do, 12:00 or 13:00. Let me know to put you in a plane.

Another run to the farm is set for 14–15 December. Only beds for 8, so you better say something quick and grab a plane and pilot if you need one. This is not an official club run so you gotta grab your own plane.

January is coming around pretty quick, maybe another Sky Bryce run or something similar.

❖ **JOE STUBBLEFIELD**

Holly Run – 7 December

[The following comes from Helen Woods of Chesapeake Sport Pilot. See her contact info at the end of the article.]

Fellow pilots, it's that time of year again when we are once again planning our annual pilgrimage to bring holiday cheer to Tangier Island. With the passing of **Jim Schultz**, Santa to most of us, we are obviously going to need to change a few things this year. First I am pleased to announce that **Rick Lindstrom** and **Christine Lindstrom** will be serving as Santa Claus and Mrs. Claus this year. Rick often serves as the Santa for the Kennedy Krieger Institute Festival of Trees.

Second, after discussions with **Ed Nabb Jr.** and the other organizers of the run, we have decided to "go retro" with the run in an attempt to bring a bit more of the spirit of the season to the event. The format in some ways will be taken back to the way the Run was about ten years ago. After landing, Santa and Mrs. Claus will be loaded onto a

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golf cart and will ride around the island passing out candy canes to the kids. The pilots will then take the holly over to the Methodist church where we will be met by the town mayor and the Methodist pastor who will be offering a combined island history lesson and light Christmas service in the church with plenty of caroling. Even if you aren't religious, or are of a different faith, the Methodist church is one of the oldest and most beautiful buildings on the island. The service is open to all and in my opinion, is worth enjoying.

After the service, or during the service for those who choose not to attend, pilots are invited to enjoy lunch at Loraine's or a visit to the Tangier History museum. We'll have more information on both coming soon.

As usual, the morning will start off at W29 with arrival planned from 8:30-9:30 and breakfast (\$5 suggested donation) being served at 9am. We plan to brief at 10am and depart around 10:30 for the island. We're working on squawks with Patuxent again this year. I'm still waiting to hear back from the mayor but we expect to get a supply list for the school or other public function on the island that we can all bring donations for. **Jim Bunn** and **Phil Scrivener** are again serving as holly elves. They are looking for some places not too far from W29 to prune holly, so feel free to send suggestions our way. The snow date is Dec. 14th.

I am opening registration now. To register, please provide us with the following information:

1. Name
2. Number of people coming to breakfast?
3. Number of people staying for lunch?
4. There will be two lunch shifts. Do you prefer the early or late shift?
5. Will you be attending the Tangier history and Christmas service at the church?
6. Tail #
7. Home Base
8. AC Type
9. AC Cruise Speed
10. Would you be willing to fly a reporter?
11. If so, what is the name of your home town paper?
12. Do you plan to fly through R-4002?

13. Is there another plane (or planes) that you would like to fly with and share a squawk? If so, what is the tail number(s)?

Please note, to avoid some of the confusion we have had in the past, the PIC of each plane must join the mailing list and register himself/herself. Registrations for someone else will not be accepted.

We look forward to seeing you on the run this year.

Helen Woods
Chesapeake Sport Pilot, LLC
210 Airport Road
Stevensville, MD 21666

Aircraft rates

Following are our aircraft hourly rates as of 1 November 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

November is the fifth month of the "work hours year," so by 30 November you should have 8.3 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**.

Work hours note

[*Editor's note: Amy sent out the following communication recently through the AircraftClubs.com website.*]

Congratulations to **Scott Craig, Robert Swanson, Ruth Hornseth, Jim Novitzky, Stephen Nash, Andrew Mullen, and Greg Castello!**

You're the first club members to have entered work hours this year, AND your entries show you're current with your obligations. Bravo!

Got hours you haven't recorded? Do get to them while you remember.

Did you run short last year? Fall is a great season for hangar tasks, aircraft maintenance, and trailer tidying. Find out whether next week's picnic is fully staffed! Got a creative ideas or talents you want to bring the club? Newsletter articles are always worth hours. Maybe you know a great guest speaker you could talk to Piotr about inviting to a future meeting. Got some ideas for a recurrency study group to help the ground-bound commit lift again? Amy McMaster always knows where the opportunities are.

That's AMYMCMMASTER@YAHOO.COM !

Finally, special kudos for our wonderful board and crew chiefs. Are *you* on the board? Do log in when you have a moment, and make sure you get your credits recorded early. It just...feels nice to do. We all appreciate how much our board, crew chiefs and volunteer leaders do to ensure we have a strong community and safe aircraft to fly. We know the work hour credits are just a small acknowledgement of that. But be sure to capture that credit! Need help with any project? Amy McMaster's happy to find you all the helpers you need.

If for some reason you're not sure how to do that, or, like a recent new member, discover you're not set up in the system, email me and we'll take care of you.

❖ **AMY MCMMASTER**

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.

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Crew chiefs

<i>A/C</i>	<i>Chief</i>	<i>Ass't Chief</i>
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

Question for today: If helicopters are so safe, how come there are no vintage helicopter fly-ins?